VOL. CCXXXI No. 3004
PRICE TWO SHILLINGS

THE SPHERE, OCTOBER 26, 1957
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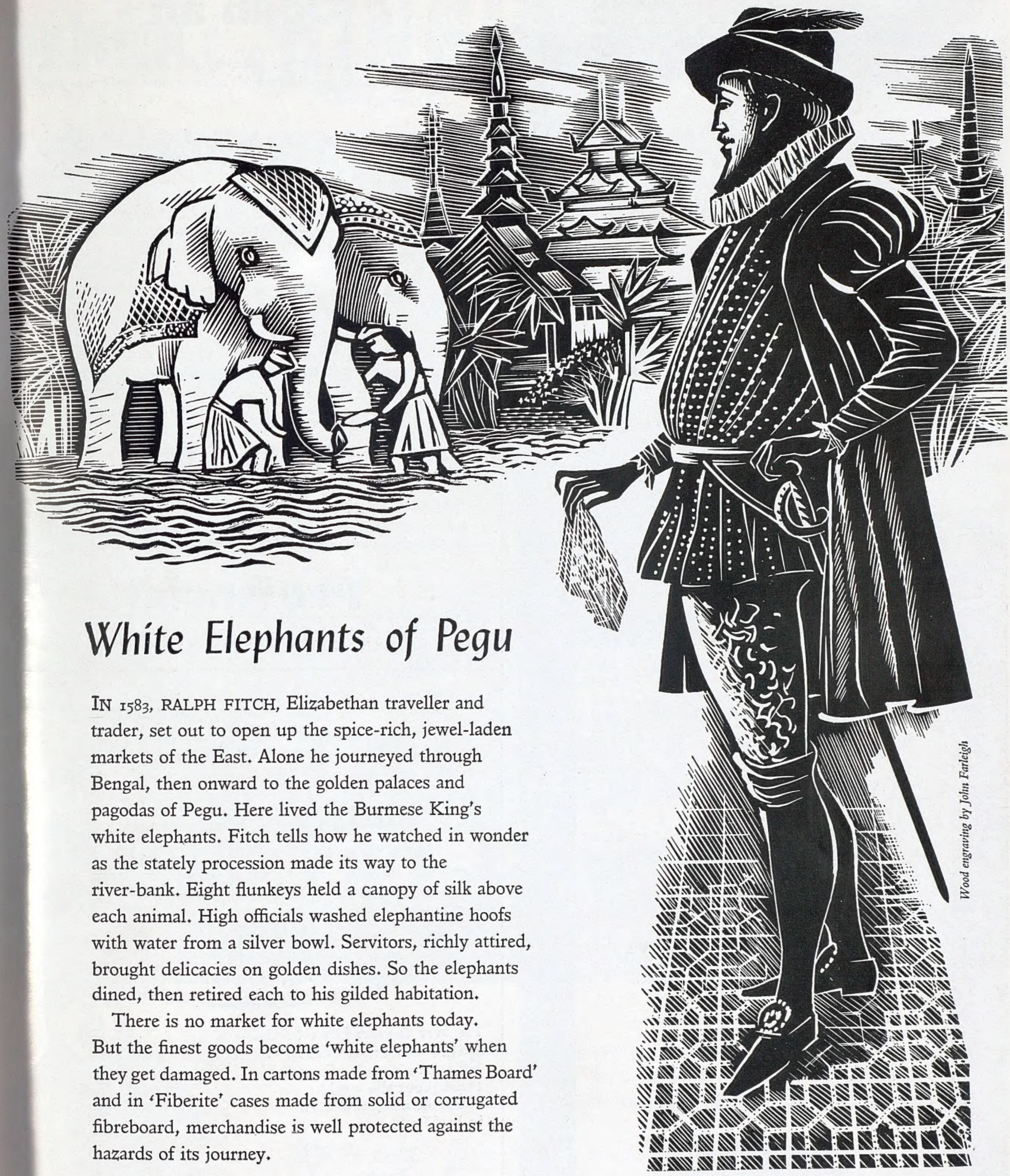

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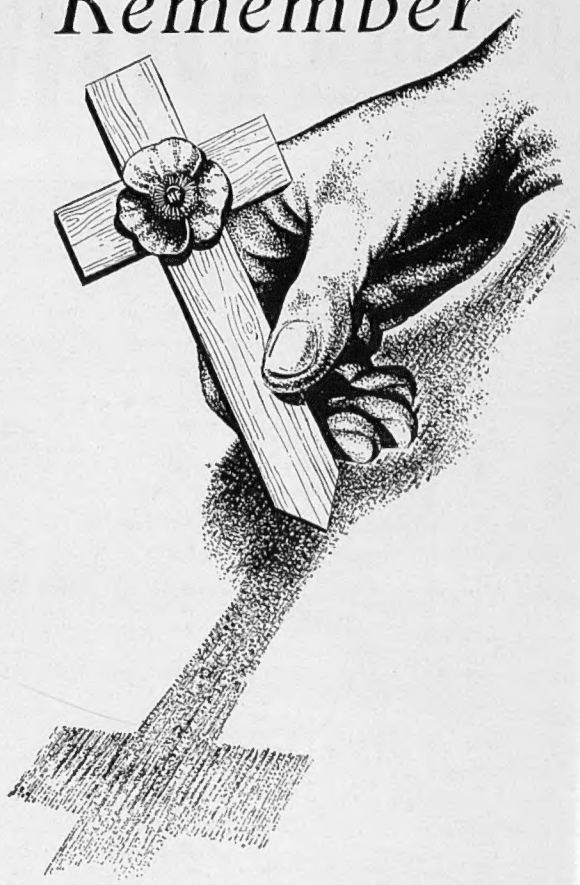

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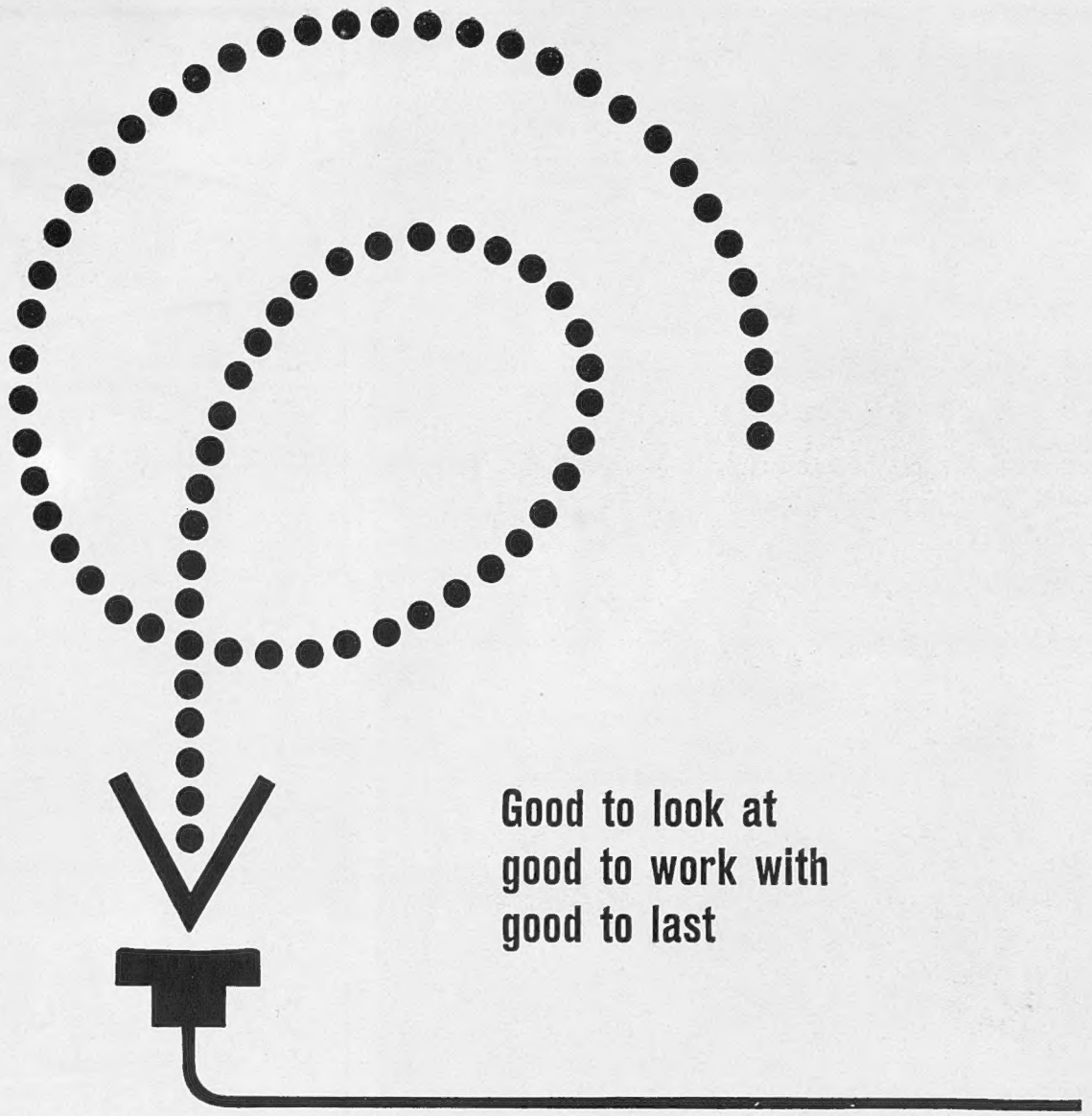

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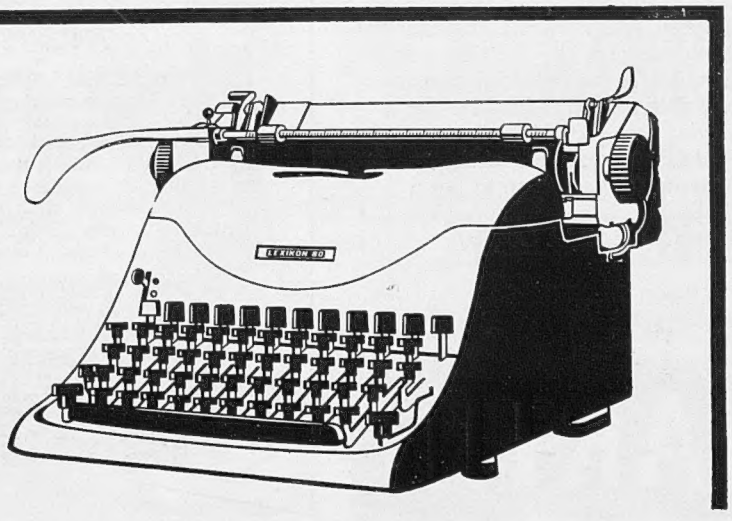

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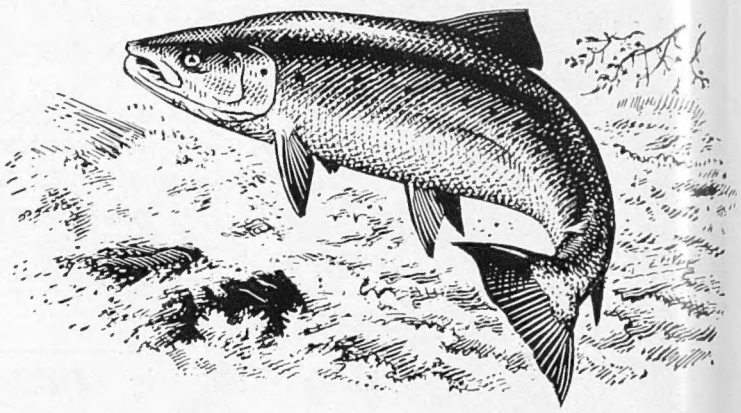

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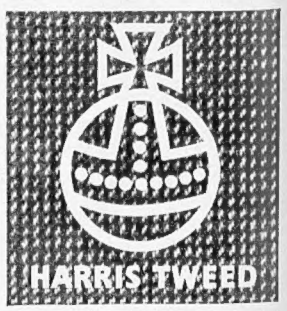

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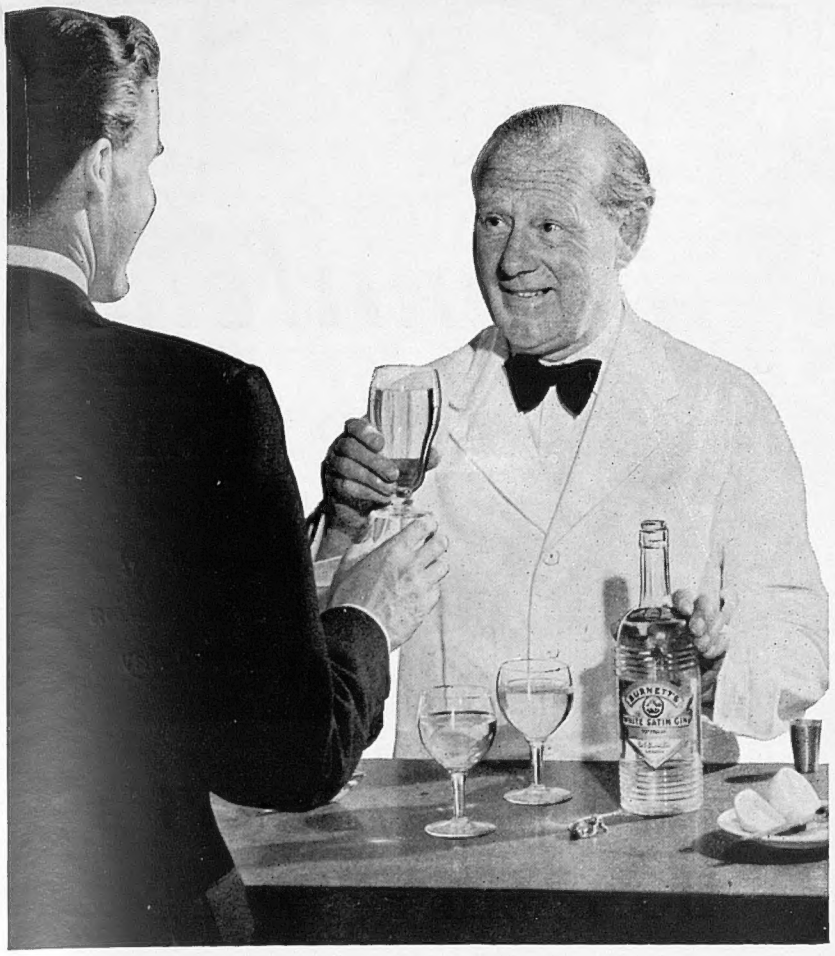

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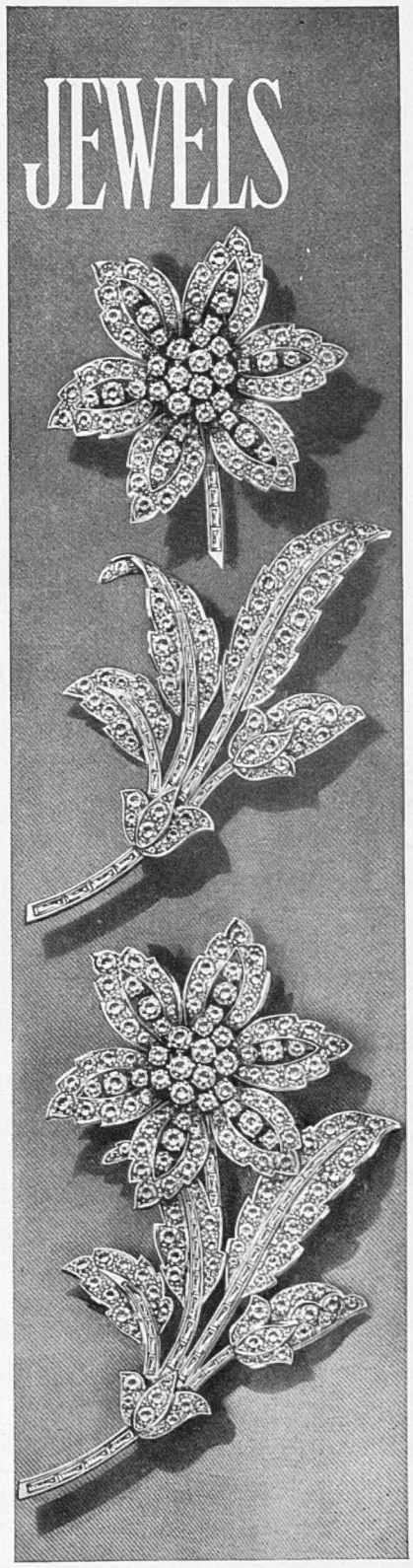

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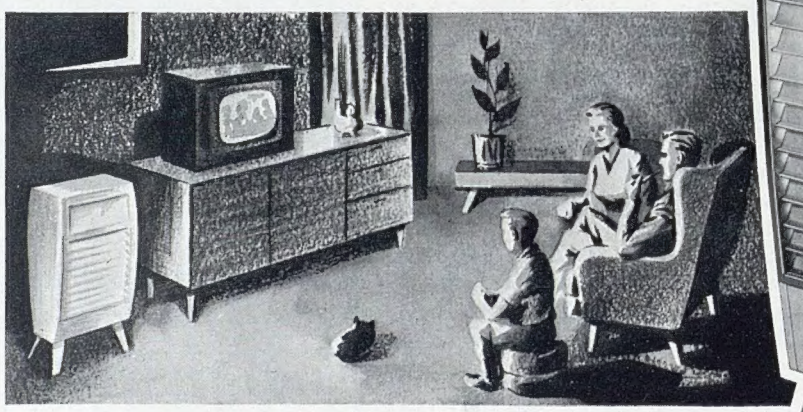

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Volume CCXXXI No. 3004

The SPHERE, London, October 26, 1957

The SPHERE

with which is incorporated THE GRAPHIC

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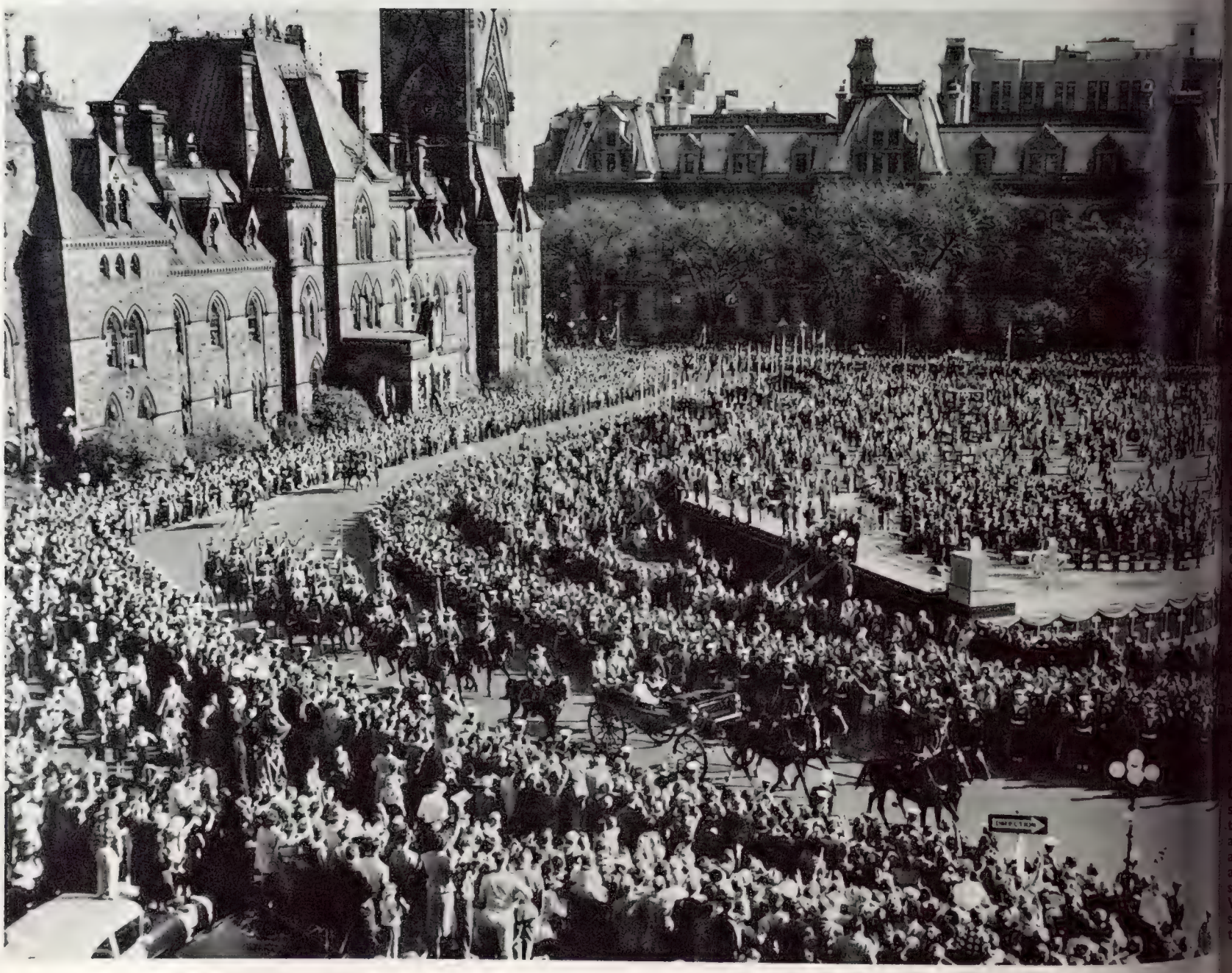
ROYAL SPLENDOUR IN CANADA—QUEEN ELIZABETH, WITH THE DUKE OF EDINBURGH AT HER SIDE, OPENS THE CANADIAN PARLIAMENT IN OTTAWA: She is reading the Speech from the Throne and is watched, in the foreground, by the Federal judges. Her Majesty is wearing her Coronation gown with the sash of the Order of the Garter. The State opening of Parliament was one of the most outstanding occasions during the Queen's four-day residence in the Canadian capital.

In her opening words as she read the Address from the Throne in the Parliament Buildings in Ottawa, Her Majesty told the Members of the Senate and the House of Commons that she greeted them "as your Queen. Together," she said, "we constitute the Parliament of Canada." This was the first time that the reigning Sovereign had opened the Canadian Parliament and, as the Queen said, it was "for all of us a moment to remember." It was, indeed, one of the most prominent and spectacular events of the Queen's stay in Canada. Her Majesty and the Duke of Edinburgh spent four days in Ottawa, and although they were unable to tour the rest of the country on this occasion, the Queen expressed the hope that they would be able to do so in the future. The events of the four days are fully illustrated in this special number of *The Sphere*. This issue also contains a review of Industrial Development in Canada, and a pictorial record of the State visit to the United States. In the U.S.A. the Queen and the Duke went first to Jamestown and Williamsburg before going on to Washington. Their last call on a crowded journey was New York.

Postage—Inland, 4d.; Canada, 1½d.; Elsewhere Abroad, 6½d.

THE HISTORIC OCCASION IN THE CANADIAN CAPITAL: The Queen's jewels sparkle in the bright sunshine as, with the Duke of Edinburgh, she drives in an open carri Government House to the State Opening of Parliament. At the top of the sash of the Order of the Garter are two miniature paintings of George V and Ge The fringe tiara was originally owned by Queen Alexandra and later by Queen Mary. The Duke is in the uniform of Colonel-in-Chief of the Royal Canadian



ROYAL DAYS IN OTTAWA

Drive to the State ning of Parliament; a eption; and the Scene the War Memorial

THE QUEEN MEETS THE CHIEF JUSTICE OF THE SUPREME COURT OF CANADA: The Hon. Patrick Kerwin is presented to Her Majesty at a reception in Ottawa. The Queen's magnificent State gown of pale-green satin is known as the Maple Leaf of Canada dress. Round the voluminous skirt is a broad garland representing the maple leaf, each leaf in green velvet appliqued with crystals and emeralds. Mingled with the Canadian motif is the White Rose of York, designed in crystals, white pearls and diamonds.

CROWDS GREET THE QUEEN AND DUKE AS THEY DRIVE TO THE OPENING OF PARLIAMENT: This al view shows the open carriage e last stages of the journey from nment House. The Royal visitors escorted by Royal Canadian ted Police in their scarlet tunics. ands of people gathered along oute and, as the Queen and the drove by, bells rang out and played. When the Queen ed to the State opening of ment during the course of her sion broadcast on the previous he said: "There are long periods life seems a small, dull, round . . . hen suddenly we are caught up me great event which gives us a se of the solid and durable found- of our existence. I hope that rrow will be such an occasion."

nt—

EEN REMEMBERS CANADA'S WAR : The camera looks down on the at the National War Memorial the Parliament buildings as the and the Duke take part in a ceremony of remembrance. After ational Anthems had been played he Last Post sounded, the Queen he Duke walked forward to lay ath at the memorial. As they did band played the hymn "Abide Me." When Reveille had been ed the Royal couple met some of eterans of the two World Wars.

THE QUEEN SPEAKS TO THE CANADIAN NATION : She is seen after making her broadcast, during which she spoke especially to the children, saying : " This is a wonderful and exhilarating country, worthy of your very best service when you grow up."

THE QUEEN ENTERS PARLIAMENT BUILDINGS TO READ THE SPEECH FROM THE THRO into Parliament at Ottawa. Walking behind Her Majesty is Mr. John Diefe Mr. J. T. Haig, the Government Leader in the Senate. The Royal couple drove t

A London Newsletter

195-198, STRAND, W.C.2.

The Charm of a Crown.—Visits paid by modern sovereigns to the Commonwealth Nations and to foreign capitals have almost invariably been immensely successful and warmly appreciated, alike by hosts and guests. One or two of them have been accepted by historians as long-term benefits conferred by the British Sovereign on his people, such as the visit of Edward VII to Paris in 1903, and perhaps the visit of King George VI and Queen Elizabeth to America in 1939. On the other hand, in our own day, we have sometimes been shocked and disappointed, after reading the warm tributes and assurances of lasting good-will which have followed such visits, to find those assurances of no effect and all the old differences and acerbations soon as lively as ever. We remember that Queen Victoria never undertook such missions and that the power to charm by her physical presence was not in her, though her dignity impressed the least susceptible. But it must not be forgotten that the legend of her privacy produced in her Empire a loyalty of lasting and tremendous value—notably in India. It is not to be expected that the dazzle of a crown or the personal charm of a beautiful queen can last long undimmed in the minds of ordinary people who once in a way experience it in its glory, which will not be diminished by the commercially-inspired denigrations of journalists and pip-squeaks and mugs. The citizen in the outback of whatever country may cherish a lovely memory, but is soon immersed again in the brass-tacks of his struggle to live, and a dozen such transits of Venus-crowned could not woo him from the politics that seem best to suit his needs, and even the statesmen in the heart of the vision must soon return to the policies which gave them their electorate's mandate to govern. Generally, then, these State progresses are no more than affirmations of the importance in civilised life of exchanges of friendship and sympathy and good manners between heads of State, representing nations. And that is a lasting good on which too high hopes must not be built. Since the accession of George V, of course, Commonwealth State visits have greatly differed from Foreign State visits, as the conception of the sovereign as sovereign of each great nation of the Commonwealth has become a commonplace. The Queen of Canada, the Queen of Australia, pays her routine visits to her Dominions and performs her functions there as in England. As in England, so in Canada or Australia, her personal charm contributes enormously to the success of her conduct of her high office. The dazzle of a crown, the excitement aroused by a romantic institution unthinkable in their own country, is always still a powerful factor in the success of a State visit to America. Personal charm may decide the fate of an individual, not of a nation. One cannot expect the dazzle to survive to change the hearts of statesmen or divert the trends of history.

Notable Successes.—That said, it remains to record the very great success of the Queen's visits to Canada and to the U.S.A. The opening of the Canadian Parliament in person, with the Speech from the Throne, was a unique, historic occasion. There were particular reasons why, under the fierce light of television, the Queen should have been specially concerned with both the matter and the delivery of her addresses. The Speech from the Throne must inevitably demand more formal and traditional phrases than are necessary on an informal occasion. The delivery of both must have been unusually testing to the Queen. Her poise, dignity and charm were equal to a great occasion. Listeners and viewers in Canada, America and all over the world testified almost unanimously to her success. No doubt at all, she and Prince Philip were largely responsible for the matter of her TV broadcast and that was as it should be. The differences in matter in the two addresses were noted in America. In Canada and in America, under democratic conditions more advanced and embarrassing than obtain in London, they proved themselves to be not halo-ed symbols of Monarchy, but the friendly, natural, interested and happy married couple they are, differing from thousands of other such couples only in the weight of their responsibilities and revealing the special qualities necessary to carry those responsibilities. Though both these visits were planned to the last detail to ensure that nothing could mar their success, yet still and always by the qualities of the chief participants, for ever under observation by curious millions, the complete success of both visits depended. Those qualities proved equal to a particularly strict test. Dignity and poise are acquired by experience of responsibility. Sympathy, friendliness, humour, simplicity and interest in humanity are inherent qualities. Combined, they can be irresistible.

THE CHRISTMAS NUMBER OF "THE SPHE

This traditional Christmas Number, with twenty pag colour and many more in monochrome, costs only central feature is a magnificent double-page reproductio painting by Montague Dawson of the *Mayflower II* in mi With this is an article by Alan Villiers, captain of the *Ma* and further paintings by Winston Megoran. Also in full photographs of St. Kilda and the Scottish Highlands; of *Petrushka* and the opera *The Mastersingers* at Coven nineteenth-century scenes; and Victorian paintings. In white are a short story by Lord Dunsany; articles by Ja and W. Macqueen-Pope; a double-page illustration of from Peacock's *Crotchet Castle*; and many other illustr

Copies of THE SPHERE Christmas Number, whic published on November 8, may be ordered now from your or at any bookstall, price 4s., or from The Publishers, Ing 195-198, Strand, London, W.C.2, who will send an attracti card giving your name as the donor. Postage 6d. extr

ilip holds her left hand as he escorts her ime Minister, and behind Prince Philip is rliament buildings in an open landau.

MORNING SERVICE AT CHRIST CHURCH CATHEDRAL: As the Queen, accompanied by the Dean, the Very Rev. J. O. Anderson, walks down the steps, the Duke talks with the Bishop of Ottawa, the Right Rev. E. S. Reed (vested in cope and mitre). During the service, at which the Duke read the second lesson, the Dean spoke a few words of welcome to the Royal couple.

France Without Government.—When n the long and glorious history of France did Frenchmen ınd her neighbouring States first become aware that their parliamentary and party institutions did not work very vell and might bring her politicians into contempt and he nation into danger and reduce her influence as a eading European Power? I believe it became clear to ıative and foreign observers very much longer ago than ve assume. The innumerable post-war impasses, which ıave made France a laughing-stock and Frenchmen :ynical, suggest that the malaise is a post-war disease. But documentary evidence makes it clear that the sickness vas noticed much earlier than that and diagnosed as langerous. It is not for us to pass remarks on the nstitutions of a great neighbour State. We resent it when our own are criticised from outside, even while we freely criticise some of them ourselves. There is risk even in venturing to wonder how it is that Frenchmen have tolerated since the wars the tragi-comedy of their house-of-card administrations. For we, too, can be criticised and ridiculed for our persistent damns and grouses of some of our own institutions and our total apathy when it comes to co-operating to reform them. But it must be admitted that when a great nation has come to applaud its own political stability if one of its Governments has lasted five or six months, when her President may be engaged n trying to produce a Government for as long a time as an average Government lasts, when the stability of a French Government and the gambits of its professional politicians ıave become *vieux jeu* with *Punch* or in Variety, then, ndeed, the time seems to have come for forty maids with orty mops to combine to do something to tidy up.

Brighton Again.—The Sports Stadium ıt Brighton has, I hope, proved a breeding-ground for nore important and useful things than Asian 'flu. Most parsons know that the best way to increase congregations is to warm their churches, and, where serious politics are under discussion, draughts, chill and other discomforts must be exorcised, if the best is to be got out of the proceedings. Discipline, common sense and discomfort may all have contributed to reasonableness ınd moderation at the Conservative Conference. As usual, the promise of fierce revolt proved moonshine and :he principal speakers showed they were aware that what their followers want is not vague oratory or udicious hints, but brass-tacks at regular intervals, delivered in simple language. Taxpayer, housewife, ndustrialist, farmer, and all the rest need to know *why* things must be, *when* they can be improved, what new stringencies are necessary, and why and when and now we will be affected by them. We clearly have three main grievances to be "explained away." The rise in :he cost of living, the refusal of the T.U.s to relate pay ncreases to production, the trivial cuts in Government expenditure. Mr. Sandys did something to explain the difficulty of making substantial cuts in Government expenditure as yet, at least on Defence, and the Chancellor at least outlined the degrees of courage and ruthlessness required to cheapen the Welfare State. But there is a fruitful field yet unexplored of cutting the cost of central and local bureaucracy. As for pay increases and T.U. policy, we accept it that legislation cannot teach a monkey the folly of sawing off the branch it sits on. We want a clear assurance that as regards the nationalised industries at least, the Government will abandon the policy of "splendid isolation" while public boards submit to wage demands for the sake of a temporary peace. As for the cost of living, temporary expedients to limit the supply of money are but partial efforts at a cure. Spending goes on, and only a resolute money policy can curb it. We want to know what measures are intended; not vague promises. It is not more speeches we demand of Ministers. We ask them to speak in a language we can understand and to treat us, not as tiresome, ignorant children, but as men and women who put them in power, who can do simple addition, and must find the money for their sound and faulty experiments in domestic economy.

For Whom the Bell *Rang*.—The Conservative Conference ended with some of these "wants" supplied and others promised. The Premier and Lord Hailsham (the latter both physically and figuratively) rang the bell "the loudest peal for years." After demonstrating that the Socialist bell had *tolled* for the whole nation, they gave assurance that the Conservative bell would ring for the whole nation, once inflation was stamped out with vigour and courage, and that it should fall first on the ears of the chief victims of inflation and of the social injustices caused by half-measures and compromise hitherto. These are heartening words (not least for the T.U. delegates at the Conference who bravely revealed their politics) and heartening promises (which have been made before now) for you and me. At a party conference at Brighton, a certain amount of theatricality is legitimate and necessary if the auditorium's temperature is to be raised. Burke did not scorn business with a dagger in the House of Commons, and Hailsham copied him tellingly with a bell. We are left with the conclusion that both he and the Premier concerted a duet in which both should "play 'Ercles rarely." And so rarely did they play it, that our hopes rise again that *this* time (and the time is short) they mean business for the nation, if the ranks can be closed; and for you and me not last or least. But what our Ministers often say of the Kremlin men, we are beginning to say of our Ministers: "*We want actions, not more words and promises.*" Perhaps the most vivid impression which I gained from a study of the Premier and Lord Hailsham at the Conference was the extraordinary differences in two men described as Conservatives. Whatever these two may have been earlier in their careers, I should say that the Premier is to-day the conventional old-school type and Lord Hailsham the modern radical Tory. If so, it is radical Toryism we need. Actions, with no further delay, are greatly needed in great matters; but a modern leader's attitude to more trivial matters are important, too. And I think Lord Hailsham recognises, as the Premier does not, that there is much dead wood still to be cut away from what survives of the façade of the age of privilege.

RATES OF SUBSCRIPTION TO "THE SPHERE"

Orders for subscriptions to THE SPHERE *should be handed to any bookstall or newsagent, or addressed to the Subscription Department,* THE SPHERE, *Ingram House,* 195-198, *Strand, London, W.C.2. The rates for* 12 *months, including Christmas Number, for Great Britain and Eire, are* £6 6*s.*; 6 *months and Christmas Number,* £3 5*s.* 6*d.*; 6 *months without Christmas Number,* £3 1*s.*; 3 *months (no extras),* £1 10*s.* 6*d. For Canada the rates for the same periods are* £5 14*s.* 6*d.*; £2 19*s.* 6*d.*; £2 15*s.*; *and* £1 7*s.* 6*d. For the U.S.A. the rates for the same periods are* $18.50; $9.50; $9.00; *and* $4.50; *and for elsewhere Overseas* £6 8*s.* 6*d.*; £3 6*s.* 6*d.*; £3 2*s.*; *and* £1 11*s. All terms above include postage.*

Satellitis.—Russian satellitis has claimed these last days millions more victims than Asian 'flu. Future historians may decide that this event at the beginning of October 1957 was in its way as earth-shaking and disturbing of men's traditional beliefs as was anything propounded by Newton or Darwin. Somehow, for a few days in my experience, this Earth and the things of this Earth of ours seemed to shrink to parish and parish politics proportions, and it appeared to me highly comical to observe such little trifles as "7 per cent. leakage," or party conferences or dollar parity sharing front-page headlines with that volatile space-sphere. The implications it contains suggested to me Prospero's words to Ferdinand: "You do look, my son, in a moved sort as if you were dismayed." And indeed I am. I feel that these our actors on our world stage are melting into thin air and that the great globe itself (our little world) is dissolving and we ourselves "such stuff as dreams are made on"—and that at the very moment when our scientists are glorying in our cleverness. In short, why worry about anything terrestrial, all parochial stuff? The planets and the stars had never heard of our existence, and may not be much interested when they do. Why the devil should we worry any longer about trifles like income-tax or party governments or saving the countryside or peace or war or West or East? We 've sold our silly secrets to the giants of the Universe and they are laughing at the exposed vanity of a midget. What 's the *earthly* use in anything? No doubt, the virulence of disease will soon wane.

THE OLD STAGER

THE STATE BANQUET AT GOVERNMENT HOUSE IN OTTAWA : With the Queen and Prince Philip at the top of the horseshoe-shaped table are, from the left, His Ex Ahmet Cavat Ustun, the Turkish Ambassador and Dean of the Diplomatic Corps in Canada ; Mrs. Diefenbaker, the wife of the Prime Minister ; Mr. Vincent Mas Governor-General ; Mr. Diefenbaker and Mrs. Cavat Ustun. There were 115 guests at the dinner. Afterwards there was a reception attended by another 500

A ROYAL FISH FOR THE ROYAL VISITORS : Mr. Vincent Massey (left foreground) joins in the laughter after presenting the Queen and Prince Philip with a sturgeon weighing 350 lb. It had been caught off the coast of Nova Scotia. Under an ancient English act, sturgeon are "Royal fish."

HER MAJESTY SETS OFF A BIG BANG : She has just pressed the butto set off the dynamite charge behind to start work on the Ottawa of the Trans-Canada Highway. On left is the Mayor, Mr. George

All those who saw the Queen during her stay in Ottawa were impressed by her happy and confident mood. It was as noticeable on the television screen as it was by those who personally had the opportunity of seeing her. Indeed, report after report referred to the "human" manner in which she and Prince Philip set about their programme of extremely crowded engagements.

The limelight was inevitably on the formal occasions—on the State drives, on the official banquets, on the unique afternoon when the reigning Sovereign opened for the first time a Canadian Parliament. But there was time, too, for numerous informal moments, some grave, others gay. For instance, on the Sunday morning after the Royal couple had laid a wreath on the National War Memorial, they spent considerable time talking with the ex-Servicemen who had gathered for the ceremony.

On the last day of the visit the staff of Government House were summoned to the drawing-room. There Her Majesty thanked them all for their services and singled out some of the older servants, who had served her father in 1939, for special attention. On the lighter side, few will forget the "big bang" which the Queen set off to inaugurate the start of work on the Ottawa section of the Trans-Canada Highway. She pressed a button and, no more than 100 yards from the dais, there was explosion. Both the Queen and the Prince jump then joined in the general smiles.

There was laughter, too, at the presentation o geon at Government House. The 350-lb. fish caught off the coast of Nova Scotia and flow Federal capital. Under an act of Edward geon were constituted "Royal fish" (except Lord Mayor of London disputed the claim caught in the Thames in London). No doubt in the Royal party in Ottawa was wondering w legal classification of the fish netted in Canadian

FORMAL AND INFORMAL

Occasions of Varying Moods During the Royal Visit to Canada

Below—

WITH MEMBERS OF THE DIPLOMATIC CORPS : In this group at Government House are several of the Commonwealth High Commissioners and their wives with the Queen and Prince Philip. Her Majesty received the Heads of the Commonwealth and foreign diplomatic missions and their wives after presiding over a meeting of the Committee of her Privy Council in Canada. Prince Philip was present to be sworn-in as a member of the Canadian Privy Council. Later on the same day the Queen opened Parliament and attended the State dinner at Government House followed by a reception.

On right—

READY FOR A UNIQUE STATE OCCASION : Her Majesty tugs at the folds of her Coronation gown and the Duke of Edinburgh, in the uniform of Colonel-in-Chief of the Royal Canadian Regiment, smiles broadly as they make their way into the Houses of Parliament. The Queen was about to make the Speech from the Throne and declare open the new Federal Parliament resulting from the victory of Mr. Diefenbaker last summer. Prince Philip had been expected to attend this ceremony in the uniform of Admiral of the Fleet. Instead, he wore the dress of the Canadian Army.

DAYS TO REMEMBER IN CANADA'S CAPITAL

A Day-by-Day Record of the Historic Four-Day Visit by the Queen and Prince Philip to Ottawa

THE Royal visit to Canada was the first made by a reigning Sovereign since King George VI was there in 1939. In four days, crowded with memorable engagements, the Queen made history by giving her first "live" television address and by being the first reigning Monarch to open the Canadian Parliament in person.

The Queen and Prince Philip arrived at Uplands Airport, Ottawa, at 4.30 p.m. on **Saturday, October 12,** having flown direct across the Atlantic. In perfect weather, a crowd of 15,000 gave the Royal visitors a tremendous welcome as they were greeted by Mr. Vincent Massey, the Governor-General, and Mr. Diefenbaker, the Prime Minister. They then drove to Rideau Hall, the Governor-General's residence, through streets densely packed with 500,000 cheering people. The carillon of the "Peace Tower" over the Houses of Parliament played tunes including English and Canadian folk songs.

An hour later the Queen and the Duke attended their first public function—a reception for 500 newspaper, radio and television correspondents assigned to the Royal tour. Among those presented to Her Majesty were the wives of two Soviet correspondents.

On the morning of **Sunday, October 13,** the Queen and the Prince drove to the National War Memorial, round which ranks of veterans were drawn up with the banners of their branches. After laying a wreath together—the handiwork of disabled Toronto veterans—they chatted with several ex-Servicemen, some of whom were in wheel-chairs or on crutches. Next, at morning service in Christ Church Cathedral, the Prince read the second lesson.

In the evening Her Majesty gave her long-awaited Address to the Nation on television. She sat at a table in the study of Government House which her father used for Royal business eighteen years ago. Speaking for seven minutes—part of the time in French—she emphasised that on her visit to the United States —"our great neighbouring country"—she would be going as Queen of Canada as well as in other capacities. Expressing regret that her time in Canada was so brief, she said that she hoped to pay more visits and to bring her children with her. Her appearance on television was shown across the longest micro-wave network in the world. It was estimated that from Sydney, Nova Scotia, to Victoria, British Columbia, some 12,000,000 Canadians saw their Monarch on the screen. Indeed, although her stay was limited to the capital, the mass of the nation were able to share in all the major engagements through the medium of TV.

Overnight Prince Philip drove to a shooting-lodge near Thurso, in Quebec, and long before dawn on **Monday, October 14,** he was out with a party shooting duck on the banks of the River Ottawa. For the Queen the day began with a meeting of her Privy Council of Canada, Prince Philip returning to be sworn-in as a member. The morning ended with Her Majesty receiving Heads of Commonwealth and Diplomatic missions and their wives at Government House.

In the afternoon the Royal visit reached its climax of pomp and circumstance. Escorted by two troops of Royal Canadian Mounted Police in their scarlet tunics and carrying lances adorned by pennants, the Queen and the Duke drove to the Parliament buildings, she wearing her Coronation gown and he the uniform of Colonel-in-Chief of the Royal Canadian Regiment. In the brilliant and colourful setting of the Senate, Her Majesty opened Parliament, being the first reigning Monarch in Canadian history to read the Speech from the Throne. Her opening words were: "I greet you as your Queen. Together we constitute the Parliament of Canada." She gave the speech, which contained the legislative programme of Mr. Diefenbaker's new Conservative Government, in English and in French, as both are the official languages of Canada. At the conclusion she declared: "As I now address you here for the first time, I will call to your minds the words of the earlier Elizabeth when, more than three centuries ago, she spoke from her heart to the Speaker and members of her last Parliament and said: 'Though God hath raised me high, yet I count the glory of my crown that I have reigned with your loves.' Now here in the New World I say to you that it is my wish that in the years before me I may so reign in Canada and be so remembered."

In the evening Mr. St. Laurent, the Leader of the Opposition, and his wife were received by Her Majesty. The invitation to her to visit Canada had been formally made some months previously by Mr. St. Laurent when he was Prime Minister. Then there was a State di and reception at Government House, at which Queen wore a magnificent dress known as "the m leaf of Canada dress." It was of pale silk satin a motif of Canadian maple leaves.

The white fleur-de-lys flag of Quebec and the Fr tricolour mixed with the Union Jack in the great course which greeted the Royal visitors when crossed the inter-provincial bridge to the French-spea city of Hull, opposite Ottawa, on the morning **Tuesday, October 15.** In a relaxed and informal at sphere, the Queen and the Prince drove in an open to the City Hall to sign the Golden Book of

Returning to Ottawa, next engagement was inauguration of work Queensway, a stretch the Trans-Canada H way, which will be of the longest road the world. The Q pressed a button w detonated a charge dynamite about 100 y away from the dais which she was stand

Later in the Prince Philip broad on the results of Oxford conference year and there wa tree-planting ceremo in the grounds of Rid Hall. In the evening Queen and the D shook hands for ni minutes without pa with 1,300 guests at Canadian Governm reception at Chat Laurier. Among th were ten Indian ch Afterwards Mr. Die baker gave a pri dinner at his official dence as Prime Mini —No. 24, Sussex Stree and presented the Qu with Canada's offi gift to mark the Ro visit. This was an painting of the Par ment buildings Ottawa for which Ro Pilot, a Montreal ar was specially comm sioned.

Shortly before Queen left Governm House on the morning **Wednesday, October** she asked for all the s to be assembled thanked them for th services. Then w Prince Philip she dr to the airport, break the journey at the Ott Sports Stadium, wh 20,000 children w gathered. Her Maje spoke to them briefly.

So to the airp where the C5 aircraft the Royal Canadian Force was waiting to fly the Royal party to William burg, Virginia. Before boarding the plane the Qu and the Prince bade a warm farewell to the Govern General and the Prime Minister. No doubt th expressed the feelings contained in Her Majesty's for farewell message to Mr. Massey in which she said s and her husband had enjoyed every minute of th stay in Canada and looked forward all the more keen to returning in 1959 for the opening of the St Lawrence Seaway. The Prime Minister had previou sent a declaration of "loyalty and love" from Canadians. To the booming of a salute from 21 g the aircraft moved off and four never-to-be-forgott days had come to an end.

THE QUEEN OF CANADA ON HER THRONE: Her Majesty sits after reading the speech from the Throne at the Opening of Parliament in Ottawa. She is wearing her white Coronation gown with the sash of the Order of the Garter. Her necklace is of graduated diamonds with a diamond drop and her drop ear-rings are made of large pearls.

A Diary of the visit of the Queen and Prince Phi to the United States is on page 139.

THE NEWS IN PICTURES

THE ISMAILIS GIVE A GREAT WELCOME TO THE AGA KHAN IV ON HIS INSTALLATION AS IMAM: *Above, left*—The Aga Khan Pipe Band leads a parade through the decorated streets of Dar-es-Salaam during the ceremonies on the occasion of the robing and installation of the Aga Khan IV as Imam (spiritual head) of the Ismaili community. *Above, right*—The Aga Khan, seated between the Begum Mata Salamat, on left, and his mother, Joan Aly Khan, watches a march-past of youth organisations. The installation began with prayers and was followed by the robing ceremony and the presentation of the pagri (elaborate turban), sword, chain and signet ring.

FRANK WHITTLE AWARDED THE JOHN SCOTT MEDAL: The inventor of the turbo-jet engine, Sir Frank Whittle (left), is being presented with the John Scott award by Mr. Emil A. Kekich, deputising for the American Ambassador, at a meeting of the Institution of Mechanical Engineers. Mr. Kekich is the Commercial Attaché at the American Embassy in London. As well as the John Scott Medal, Sir Frank was presented with a scroll and 1,000 dollars.

FRENCH AUTHOR AWARDED THE NOBEL PRIZE: M. Albert Camus, the French author, speaks to a radio commentator after the announcement from Stockholm that he had been awarded the 1957 Nobel Prize for Literature. M. Camus is the ninth Frenchman to receive the award, which was made for "his important literary work, which has, with penetrating seriousness, thrown light on the problems of human conscience in our times."

On left—

A DOG IS LAUNCHED INTO SPACE: The picture reproduced on the left shows a dog resting among technical equipment in a sealed globe which Russian authorities fired into space. When the globe returned to earth, the animal was found to be in good physical condition. It has recently been announced by the Soviet Union that a number of these tests with dogs have been carried out with successful results. In some cases the globes reached a height of 130 miles. They are fitted with technical instruments, cameras and a supply of oxygen. The results of these experiments will provide information for the flight of human beings into space.

A SWISS MOUNTAIN RESCUE AIRCRAFT CRASHES DURING A TRAINING FLIGHT: Members of the team of next year's Swiss Himalaya expedition examine the wreckage of a Swiss P.4 rescue aircraft which crashed on the Stein Glacier, in Switzerland, seriously injuring four of the parachute crew. The aircraft was on a routine exercise in the area where the Swiss Himalaya team were undergoing training. As it passed overhead the occupants waved to the men on the ground. A few seconds later one of the aircraft's wing-tips grazed one of the edges of the glacier, forcing the plane to the ground. The injured men were taken to hospital. *On right*—An Alpine parachutist has just dropped from the rescue aircraft on a training jump. Only a matter of seconds after he had baled out the aircraft crashed on to the glacier.

THE NEWS IN PICTURES

AN ISLAND IN THE ZUIDER ZEE IS JOINED TO THE MAINLAND : The aerial picture shows the new dyke running between Marken (in background) and the mainland. The two ends of the construction, on the top of which a road will run, were formally closed last week in the presence of Dr. Algera, the Netherlands Minister of Dykes and Transport. Eventually Marken is to form part of the last reclamation area of the Zuider Zee. The island is popular with tourists because of the picturesque costume worn by some of its people.

CLOSING THE GAP : The Burgomasters of Marken (left) and Broek in Waterland plant the Dutch flag in the clay filling one of the last gaps in the Zuider Zee dyke.

On right—

HEAVY FLOODS IN VALENCIA : Cars are stranded half-submerged in water in the main street of the Spanish port. Torrential rains had caused the worst floods for half a century. It was feared that sixty people had lost their lives. Thousands were homeless.

A BRIDGE COLLAPSE IN WESTERN CANADA : The north span of the great suspension bridge across the Peace River near Fort St. John, British Columbia, lies collapsed in the water. The cause was the slipping of a 25,000-ton concrete anchor in the shale bank of the river. The bridge carries the Alaska Highway over the river and is much used for transporting heavy equipment.

CHALLENGE TO THE GUARDS BEFORE MARCHING THROUGH THE CITY OF LONDON : The City Marshal (left), Brigadier Sherlock Gooch, challenges Lieut.-Colonel R. H. Whitworth, Commanding Officer, 1st Battalion, Grenadier Guards, outside Liverpool Street Station. The Battalion had just arrived home from service in Germany. In reply Lieut.-Colonel Whitworth claimed a traditional right and privilege and the Battalion marched through the City with "fixed bayonets." At Mansion House a salute was taken by the Senior Alderman.

THE END OF AN ATTEMPT AT A TRANSATLANTIC FLIGHT RECORD : The aircraft "City of Galveston" is lashed to a fishing vessel as it is towed into the harbour of Corunna, in Spain. In it the Texan airman, William Wyatt, was attempting to establish a long-distance record by flying from Galveston, in Texas, to Rome, in Italy, when he had to make a forced landing in the sea off the north-west coast of Spain. He was rescued by fishermen, who also brought his aircraft into port.

THE NEWS IN PICTURES

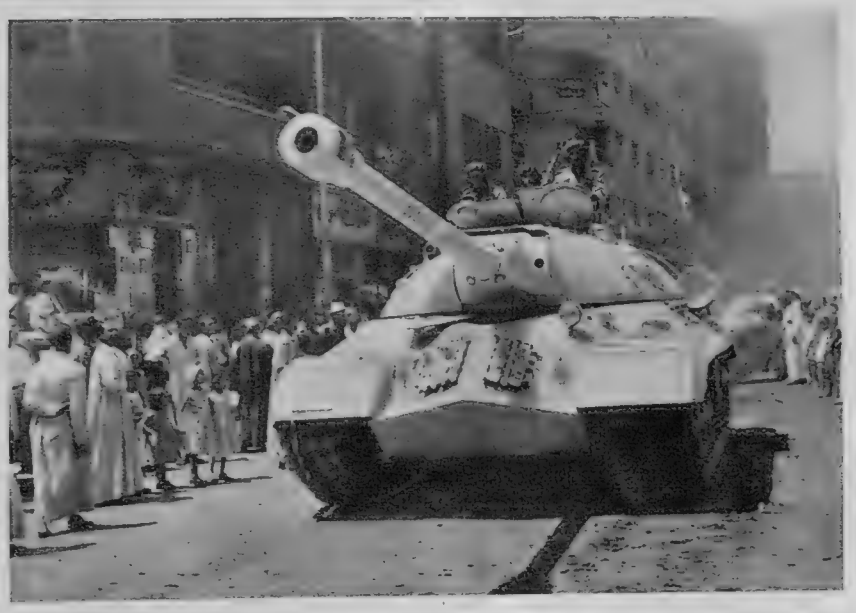
On left—

AN ERUPTION IN JAPAN WHICH CAUSED FIFTY-FIVE CASUALTIES : Clouds of smoke rise to considerable heights from Mount Mihara, on the island of Oshima, 70 miles from Tokyo. This most recent eruption from the volcano had very serious results. A party of tourists was looking down into the crater when quantities of lava were suddenly and unexpectedly thrown up. One sightseer was killed and fifty-four were injured, many of them being schoolchildren. There had been no serious eruption from the mountain for some years.

Below—

EGYPTIAN ARMOUR FOR SYRIA : A Soviet-built tank supplied to the Egyptian Army makes its way along a street in Alexandria for shipment with the Egyptian forces to Syria. The news of the arrival of an Egyptian military expedition in Latakia to aid Syrian defence touched-off the gravest political crisis to date this year. It was obvious that President Nasser considered this display of strength, provided for him by the Soviet Union, would help his people to forget their resounding defeat at the hands of the Israelis last year. By the end of last week it was equally clear that Mr. Khrushchev was bent upon backing Syria in the most absurd claims against Turkey. It was hoped this week that action by the U.N. General Assembly might ease the tension temporarily.

THE INQUIRY AT WINDSCALE : The four experts of the Committee of Inquiry meet to investigate the causes of the leakage of radioactive matter from the plutonium plant in Cumberland. At the top of the table is Sir William Penney, Head of the Atomic Weapons Research Establishment. Then, from left, are Dr. Basil Schonland, Deputy Director of the Atomic Energy Research Establishment at Harwell ; Professor J. M. Kaye, Professor of Engineering (Nuclear), the Imperial College of Science, and Professor Jack Diamond, Professor of Mechanical Engineering, Manchester University. The meetings will be held in secret.



MILK POURED AWAY AFTER THE ACCIDENTAL ESCAPE OF RADIOACTIVE MATTER FROM AN ATOMIC REACTOR IN THE NORTH OF ENGLAND : Churns are emptied into a sewer leading straight into the sea at Millom, in Cumberland. They were only a fraction of the millions of gallons of milk which had to be thrown away because of the mishap at the plutonium factory at Windscale. As a result of the leakage of radioactivity from No. 1 pile, the distribution of local milk was banned over a wide area. It was also believed that some vegetables might have been affected.

AMERICAN ARMS FOR JORDAN : At Aqaba a tank is swung out for unloading from the United States Navy's cargo ship *Marine Fiddler*. Officers of the Jordanian army watch from the deck. The ship brought a further supply of U.S. arms to Jordan.

THE NEWS IN PICTURES

THE 1957 MOTOR SHOW AT EARLS COURT: A general view of the stands at the forty-second Motor Show which has been attracting large crowds of visitors from home and overseas. The opening ceremony was performed by the Prime Minister, Mr. Macmillan, who declared that in spite of all difficulties the Government was going to keep at least to the road improvements programme announced by the Ministry of Transport in July. (This was to spend £240,000,000 in four years from 1958 as compared with the current four-year programme in which authorisations totalled about £138,000,000.) *On left*—Mr. Macmillan talks to Mr. Geoffrey Sutcliffe, chairman of Ferodo Limited, the brake and clutch lining manufacturers. Over 310 cars from Britain and other countries are on view at this year's Show.

SURPRISE CURRENCY CONVERSION IN EAST BERLIN: A policeman checks a car near the demarcation line after it had been closed by East German authorities to prevent currency being brought from the West. This step was taken when the East German Communist regime suddenly ordered all banknotes held by the 17,000,000 population to be exchanged for a new issue. The news of the conversion was given by Herr Grotewohl, the Prime Minister, who said that the exchange was directed mainly against "monopolists" and "militarists" in West Germany.

POWER AND GAS STRIKE CAUSES CHAOS ALL OVER FRANCE: Crowds of homeward-bound workers, who use the electric railway, form large queues outside a station for extra buses which were put into service when a national strike in the gas and electricity industries caused considerable interruption in business and domestic life throughout France. The nation was deprived of both services for twenty-four hours. It was the worst stoppage since the war. The impact of the strike was heightened by the lack of an effective Government.

QUEUEING TO EXCHANGE NOTES: Those who changed banknotes were allowed a maximum of 300 marks (about £25) each. Identity cards were stamped to prevent people from exchanging their quota more than once.

Historic Diary in the U.S.A.

The Programme of the Days Spent by the Queen and Prince Philip in Virginia, Washington and New York

THE arrangements for the Royal tour of the United States took Queen Elizabeth II and Prince Philip first to historic Virginia. Next they went to Washington, the Federal Capital and centre of United States history, past and present. The last stage of the visit was to that most modern metropolis, New York. There, besides receiving a tremendous welcome throughout her fourteen-hour stay, the Queen addressed the United Nations Assembly. She was the twelfth Head of State—the third from Europe—to be invited to do this.

The limelight was focussed on Patrick Henry Airport, outside Newport News, Virginia, in the early afternoon of **Wednesday, October 16,** when the Queen and Prince Philip arrived from Ottawa. After being welcomed by the Governor of Virginia they drove 25 miles to Jamestown, where the first British settlers established themselves 350 years ago. There was a brief service in the Old Church (dating from 1639). Afterwards Bishop George Gunn, of Southern Virginia, presented a number of gifts to the Queen and the Duke, and in the churchyard the sexton, Sam Robinson, a Canadian-born Negro, explained the legend of the "mother-in-law" tree. In the nearby Old World Pavilion provided by the British Government for the Jamestown Festival, many interesting historic exhibits were on view, including the copy of Magna Carta from the Public Record Office in London. The visit of just under two hours finished with a fly-past of American and British military aircraft. The rest of the day was spent at Williamsburg, including tea with the President and Mrs. Chandler at the College of William and Mary; a tour of the many reconstructed Colonial buildings; and dinner at the Williamsburg Inn, given by the Governor of Virginia and officials of the Jamestown Festival and of Colonial Williamsburg.

By 9.15 a.m. on **Thursday, October 17,** the Queen and Prince Philip had reached Patrick Henry Airport to embark in President Eisenhower's aircraft *Columbine III* to fly to Washington, where they were met by President Eisenhower. Among others waiting to greet the Royal guests were Mr. Dulles and Mr. Diefenbaker, acting as a Minister-in-Attendance to Her Majesty, and numerous officials and Commonwealth Ambassadors. Mr. McLaughlin, the senior Local Government Commissioner, handed the Queen the keys of Washington and she was escorted to her car to drive with the President through the crowded streets to the White House.

Motor-cycle police led the cavalcade, every third man carrying a different Commonwealth flag. At the President's official residence Mrs. Eisenhower was waiting at the entrance to greet her visitors. As she had been ill it was thought inadvisable for her to go to the airport in unsettled weather. Luncheon was taken in the White House and in the early afternoon the Royal couple drove, past even greater crowds, to Arlington National Cemetery, laying wreaths on the Tomb of the Unknown Soldier, and on the Canadian Cross. The journey back was to the Statler Hotel, to a reception given by Washington Press and Radio correspondents. In the evening the President and Mrs. Eisenhower gave a State dinner at the White House.

On the morning of **Friday, October 18,** the Queen and Prince Philip carried out separate series of engagements. Her Majesty began by going to the National Gallery of Art, where she was escorted round the galleries by Mr. John Walker, the Director. In an hour she saw many of the exhibits, including paintings by Dutch, English and French masters and work by American artists. From the gallery she drove to the Children's Hospital, a visit which had been included in the programme at the Queen's special request. Outside, several hundred Negro schoolchildren gave her a most rousing welcome. Inside, she spoke individually to many of the small patients, receiving gifts from several for Prince Charles and Princess Anne.

Meanwhile, Prince Philip had received the National Geographic Society Medal from President Eisenhower and, at the National Academy of Sciences, met leading United States Scientists to discuss the International Geophysical Year. Queen and Duke were together again at the Capitol for the reception in the Senate Reception Room given by Vice-President Nixon and the luncheon in the Old Supreme Court Chamber, at which Mr. Nixon was also host.

The British Embassy was the centre of attention in the afternoon. First the Heads of Diplomatic Missions in Washington were received. Then the Royal couple were guests of honour at a reception given by the Heads of Commonwealth Missions. At the State dinner in the evening at the Pan-American Union, Mr. and Mrs. Dulles were the hosts.

The morning of **Saturday, October 19,** was for the Queen a British occasion. With Prince Philip she started by receiving at the British Embassy various members of staffs of Missions of the Commonwealth countries. After this she invested Commonwealth and American citizens with awards and insignia, while the Duke visited the Marine Barracks.

In contrast, the afternoon was wholly American. The cheer-leaders of a vast crowd at the Maryland Football Stadium had unforgettable duties to discharge when the Queen and Prince arrived to watch the match between the Universities of Maryland and North Carolina. On the way back to the White House an entirely off-the-programme stop was made at a suburban "supermarket" when the Royal visitors mixed with the Saturday shoppers. In the evening the Queen returned to the British Embassy to give a State dinner to the President.

ADDRESS TO THE PRESS IN WASHINGTON: The Queen speaks at the reception in the Statler Hotel given by the Joint Committee of Press, Radio and Television Correspondents and News Photographers in Washington. She is wearing a pale-blue cocktail dress with a matching hat. There were about 2,000 people at the reception.

As far as possible, **Sunday, October 20,** was observed as a day of rest. Her Majesty, Prince Philip, and Mr. and Mrs. Eisenhower were present at two church services in the morning. The first was at Washington Cathedral, where the War Memorial Chapel was dedicated. From there they went on to Morning Prayer at the National Presbyterian Church, the President's regular place of worship. In the afternoon the Royal couple enjoyed some hours at the Middleburg horse-training centre in Virginia and then returned to a Commonwealth dinner in their honour at the Australian Embassy.

Travelling overnight by rail, the Queen and Prince Philip arrived at Staten Island, New York, at 10 a.m. on **Monday, October 21.** It was estimated that in the next fourteen hours they covered six miles of water and thirty miles of roadway in the city. The marathon programme began with a tour of Staten Island and a trip across the harbour in an Army ferry. Then came the most spectacular drive of the day—the traditional "ticker-tape" welcome on Broadway—followed by the reception at City Hall and a luncheon. In the afternoon the Queen was given a tremendous ovation when she attended the General Assembly of the United Nations and addressed the delegates. From there a drive through crowded streets took Her Majesty and the Duke to the Empire State Building, from the top of which they surveyed New York. The main event of the evening was the dinner given by the Pilgrims and the English-Speaking Union, and the final hour of the visit was spent at the Commonwealth Ball at the Seventh Regiment Armoury in Park Avenue.

At 12.45 a.m. on **Tuesday, October 22,** the Queen and Prince Philip left Idlewild Airport for London. The historic Royal tour of North America was concluded.

THE FIRST OFFICIAL WELCOME TO THE UNITED STATES: The Queen, followed by the Duke of Edinburgh, is welcomed at Patrick Henry Airport, Virginia, after flying from Ottawa in a plane of the Royal Canadian Air Force. Among those who were present at the airport were Mr. Wiley T. Buchanan, Jnr., Chief of Protocol of the United States; Mr. Thomas B. Stanley, Governor of Virginia, and Sir Harold Caccia, the British Ambassador. With the official welcoming ceremonies over, the Queen and the Duke drove to Jamestown where, 350 years ago, the British pioneers set up the first permanent English settlement in America. In a speech at the airport, the Queen had commented on the birth of the American nation and said: "I cannot think of a more appropriate point for us to start our visit to the United States." At Jamestown the Royal visitors toured the Festival Park before going on to Williamsburg, where many of the seventeenth-century buildings have been either restored or reconstructed. One of the calls made by the Royal couple was to the College of William and Mary, which is the only university in the U.S.A. to have been founded by Royal Charter.

ON BOARD THE "SUSAN CONSTANT" IN THE FESTIVAL PARK: The Queen and the Duke are leaving the replica of one of the three ships in which the original settlers had travelled from Britain 350 years ago.

SOUTHWARDS TO THE U.S.A.

Virginia Welcomes the Queen and the Duke of Edinburgh at the Start of the State Visit

On right—

AN AMUSING MOMENT AT JAMES FORT: The Queen and the Duke are smiling at the two men who are sitting in the stocks erected at James Fort, in the Jamestown Festival Park. The soldier in the centre of the group is wearing a replica of a uniform of the seventeenth century.

FLY-PAST OVER THE HISTORIC SETTING OF JAMESTOWN: The members of the Royal party look up as American and British jet-bombers fly overhead. American B-52's and B-47's were followed by British Vulcans.

DRIVING THROUGH SEVENTEENTH-CENTURY WILLIAMSBURG: The Queen smiles as a footman adjusts a rug in the carriage. With the Queen and the Duke are Mr. and Mrs. Winthrop Rockefeller. Mr. Rockefeller is chairman of the Board of Colonial Williamsburg.

THE DRIVE TO THE WHITE HOUSE : The Royal cavalcade proceeds along Pennsylvania Avenue, in Washington, during the drive from the airport to the Presidential residence. In the background is the Capitol. In the foreground is the rear of the composite battalion of the Army, Navy and Air Force which led the procession. The Queen and Prince Philip, with President Eisenhower sitting between them, are in the second car from the front. Above the crowds on both sides flags of the Commonwealth countries mix with the Stars and Stripes to decorate the route.

IN THE CAPITAL

The Second Stage of the Royal Visit to the U.S.A.

On left—

BEFORE A STATE DINNER : Host and hostess and their Royal guests talk together before the State dinner given by the President in the White House. The Queen is wearing the Garter sash across a gown of grey-blue satin and Mr. Eisenhower wears the Order of Merit conferred on him by King George VI. In his speech at the dinner the President said it was " ridiculous " to think the Russians were ahead of the free world in scientific or any other ability.

NEW YORK'S GREAT WELCOME TO THE ROYAL VISITORS—THE "TICKER-TAPE PARADE" UP LOWER BROADWAY: T
the showers of paper falling from the skyscrapers, cheering and waving crowds throng the sidewalks as the Queen and the Du
Edinburgh drive with their police escort from Bowling Green to City Hall to be welcomed by the Mayor, Mr. Robert F. Wag

THE AMERICAN VISIT

During their one-day visit to New York last Monday, the Queen and the Duke of Edinburgh were greeted by thousands upon thousands of people. From the moment of their arrival at Stapleton, Staten Island, in mid-morning, until their departure from Idlewild Airport shortly after midnight, New York was *en fête* for the Royal visitors. Mr. Harriman, the Governor of New York State, and other officials welcomed the Queen and the Duke at Stapleton and then accompanied them in a United States Army ferry across the harbour and past the Statue of Liberty to the Battery, in Manhattan. On arrival at the Battery a procession was formed and, with Mr. Harriman beside her in the first car, the Queen drove up the crowded Lower Broadway for the traditional ticker-tape parade. It was a tumultuous reception and has been described by one official as "the biggest ... I've ever seen in New York." The bells of one church ... out "God Save the Queen," and as the procession appro... the City Hall a 21-gun salute was fired. The official cere... welcome by Mr. Wagner took place on the steps of the City ... where the Queen and the Duke signed the city's official ... book. With this short ceremony over the procession moved ... the Waldorf-Astoria for the luncheon given in the Queen's ho... by the City. After this the Royal visitors went on to the U... Nations building and the Empire State Building. In the evening ... final engagements of a very crowded day included the dinner ... by the Pilgrims and the English-Speaking Union and the ... to the Commonwealth Ball in the Seventh Regiment Armo...

THE CANADIAN VISIT

THE QUEEN SITS ENTHRONED IN CANADA'S PARLIAMENT—THE SPLENDID SCENE DURING THE HISTORIC OCCASION IN OTTAWA: The camera looks along the Senate of the Canadian Federal Parliament as the Queen makes her Speech from the Throne. Immediately above the canopied dais is a bust of Queen Victoria. It was Queen Victoria who chose Ottawa to be the national capital.

Facing the Queen as she read the Speech from the Throne were the Judges of the Supreme Court of Canada, the Hon. Patrick Kerwin, the Chief Justice, occupying the centre chair in the front row. On the Queen's right sat the Prime Minister, Mr. John Diefenbaker, and on the left of the Duke of Edinburgh was Mr. John Thomas Haig, Q.C., Government Leader of the Senate. A few paces farther to the left was the Gentleman Usher of the Black Rod, Mr. C. R. Lamoureux. On arrival at the Parliament buildings the Royal couple were met by the Prime Minister and other dignitaries and a procession was formed. As the Queen entered the Senate Chamber and walked past the Members of Parliament she held the Duke's hand. The speech read by the Queen contained the legislative programme of the newly elected Conservative Government led by Mr. Diefenbaker. Throughout the proceedings the Chamber was illuminated by powerful floodlights, a very necessary requirement for the television cameras.

Although this was the first time that the Parliament had been opened by the Sovereign, it was the second occasion on which members of the Senate and the House of Commons had gathered in the Chamber to welcome the Monarch. The previous occasion had been in 1939 when King George VI and his consort, Queen Elizabeth (now the Queen Mother), occupied the thrones during their tour of the country. The King delivered a speech and gave the Royal Assent to a number of Bills. That was the very first time that the Sovereign had attended a Dominion Parliament.

HARBOUR TRIP : The U
Army ferry carrying the
Prince Philip from State
Manhattan passes the
Liberty. It is being esco
the harbour by a variety
Prominent on the wate
flower II. She had been
some months at a pier on t
River and had been brou
the occasion with her sai
The Royal ferry followed
course to give the best v
skyline of the City of N

A MEMORABLE FOOTBALL MATCH : Her Majesty with officials and one of the members of the teams at the match between Maryland and North Carolina Universities.

IN THE CHILDREN'S HOSPITAL IN WASHINGTON : The Queen stops to talk with twelve-year-old Van Yee, who is undergoing physiotherapy treatment for poliomyelitis. Mrs. M. Maguire, head of the physiotherapy clinic, is standing by Her Majesty.

ROYA
PROGRE

A Variety of the Engag
in Washington and Ne

ON THE STEPS OF THE CAPITOL : Vice-President Richard Nixon points out surrounding landmarks. Next to Prince Philip is Mrs. Nixon. The Queen and the Prince had just arrived for the reception in the Senate Reception Room and the luncheon in the Old Supreme Court Chamber given for them by Mr. Nixon in the Capitol.

UEST OF MR. DULLES : The Secretary of State enjoys a joke with his Royal guest before the State dinner, at which he was host, at the Pan American Union in Washington.

THE TOUR OF THE NATIONAL GALLERY OF ART : In the wheel-chair talking with the Queen is Mr. Rush H. Kress, a Trustee of the Mellon Gallery (the National Gallery of Art) in Washington. On the wall hangs "The Adoration of the Magi," by Fra Filippo Lippi. Her Majesty saw many of the paintings in this famous collection.

In Washington and New York

A Round of Engagements in the Two Great Cities

IN THE FASHION FOR FOOTBALL FANS: The Queen examines the chrysanthemum corsage which is essential wear for all American women attending football matches. At this game between Maryland and North Carolina Universities she also was given the other traditional item for female fans—a woollen blanket to tuck round her legs.

ADDRESSING THE UNITED NATIONS ASSEMBLY: On the rostrum behind the Queen are, from the left, Mr. Hammarskjöld, Secretary-General of U.N.; Sir Leslie Munro, the President of the General Assembly; and Mr. Andrew Cordier, Assistant Secretary-General. The Queen was the twelfth Head of State to address the Assembly.

NEW YORK CITY ENTERTAINS THE QUEEN: Her Majesty is seen making her speech at the luncheon at the Waldorf-Astoria. On the left is Mr. Herbert Hoover (the former President of the U.S.A.) and on the right is Mr. Wagner. Behind the Queen are Mrs. F. D. Roosevelt, Senator Irving Ives and the Ghana Ambassador.

INVESTITURE IN THE UNITED STATES CAPITAL: *Left*—During an Investiture at the British Embassy in Washington, the Queen confers the honorary Knight Grand Cross of the Order of the British Empire on Mr. Lewis Douglas, the former American Ambassador in London. Mr. Douglas is Chairman of the English-Speaking Union. He was one of fifteen American citizens honoured by the Queen. *Right*—Sir Edgar Whitehead receives the accolade of knighthood in the Order of St. Michael and St. George.

BRITISH PARTNERSHIP IN CANADIAN INDUSTRY

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

THE EVER-DEVELOPING RESOURCES OF CANADA : The map shows the enormous wealth of the 3,800,000 square miles of the Dominion. Until recently gold was the most valuable of its mineral products. Now the output of more workaday minerals such as nickel and copper has surpassed it. Many products of central Canada and the U.S.A. will soon be carried from the Great Lakes by ocean-going ships along the St. Lawrence Seaway, of which the routes are shown by the dotted lines.

TO most ordinary people in Britain and Canada, the latest official exchanges between their Governments about increasing trade between the two countries may well have sounded rather bewildering. Mr. John G. Diefenbaker had scarcely taken office in June as Canada's first Conservative Prime Minister in twenty-two years before he was publicly arguing that 15 per cent. of Canada's import trade should be switched from the United States to Britain : he did not seem to have inquired in advance whether Britain could supply the goods. A month ago, when the Commonwealth Finance Ministers met at Mont Tremblant, in Quebec, it was Mr. Peter Thorneycroft's turn to pull something out of the hat without prior warning. Talking to the Press on the first day of the conference, he was gaily ready to discuss a proposal for complete free trade between Britain and Canada, much to the embarrassment of his Canadian opposite number, Mr. Donald Fleming, who was left high and dry, having assumed that these sketchy British proposals would be kept private until both Governments had had time to discuss them fully.

To the ordinary citizen, again, both these proposals, on the face of it, sounded interesting, generally desirable—and quite compatible with each other. Yet when the Finance Ministers' Conference was over, neither, from the resultant Anglo-Canadian communique, appeared to have been seriously taken up. This was full of pious declarations about the two Governments' interest in expanding Anglo-Canadian trade ; but it mentioned no specific Canadian suggestions of how any substantial percentage of purchases now made from America should be switched to Britain. Of the free-trade proposals, it said merely that Britain had explained them, but had " asked for no expression of views " from the Canadian Government.

Cynics in both Britain and Canada were quick to describe the exchange as naïve on Canada's side and disingenuous on Britain's. Mr. Diefenbaker, his critics were able to point out, has never been ready to back up his original proposal with much detail, but it may somewhat have embarrassed a British Government busy

(*Continued on following pages*)

PIPING GAS ACROSS THE COUNTRY : Engineers are engaged in laying a section of the 2,150-mile Trans-Canada Pipe Lines' natural gas transmission line which is expected to be delivering gas from the west country to Toronto and Montreal next year. Two tractors hold the pipe off the ground while a self-propelled piece of equipment applies a coating of hot enamel and wraps the pipe in glass fibre and heavy paper. This is to protect it from corrosion. (See page 161 for details of the gas pipe-line in Western Canada.)

THE INDUSTRIAL REVOLUTION IN CANADA : Shawinigan Falls is a thriving industrial community on the St. Lawrence River, midway between Quebec and Montreal. In the foreground are the power and aluminium plants of the Aluminium Company of Canada. Shawinigan Falls also has spinning mills and chemical factories. It is one of the many centres providing evidence of Canada's enormous industrial growth within recent years which is matched only by that of Russia, with ten times Canada's population.

British Partnership in Canadian Industry

(*Continued from previous page*)

with plans for freer trade with Europe. On the same interpretation, the unexpected British initiative, with its much wider implications, neatly called the Canadian bluff : in transatlantic parlance, the Diefenbaker Government was required to " put up or shut up."

No doubt there is a trace of truth in this uncharitable interpretation. Mr. Diefenbaker is in need of attractive-sounding political slogans to strengthen his new-won dominance in the Canadian Parliament, and the British Government has enough worries in piloting European Free Trade through already, without having the issue blurred by vague hopes of strengthening Commonwealth trade that may appear as an alternative. Nevertheless, the problem to which Mr. Diefenbaker addressed himself this summer is a perfectly real one, which has understandably been disturbing Canadians of all parties ; and in spite of the huge difficulties of pressing free trade upon Canadian industries that are at present inclined to demand more protection, not less, something may eventually come of the British initiative. Fear of economic tutelage to the United States has strengthened during the recent period of fantastic expansion in the Canadian economy ; yet it could be strengthened should some degree of recession begin to spread northwards across the American border.

Since the war, Canada has been probably the fastest-growing economy in the Western world, one of the few able to match the rate of economic growth achieved in Soviet Russia. Like Russia, incidentally, Canada is a huge land mass that has emerged into industrialisation within the last generation—but with a population less than a tenth the size of Russia's, enjoying sturdily free democracy and a far higher standard of living—one of the highest in the world. Canada's national income last year was roughly half as large as Britain's, with a population less than a third as large ; it was, moreover, nearly two-and-a-half times as great as it had been in 1939. Recently, the Canadian economy has been increasing its total output of goods and services at about 6 per cent. a year, far faster than Britain or the United States have been able to manage.

This almost explosive rate of expansion has come about with a shift from agriculture as the basic activity of the Canadian people, into industry—primarily into the " resource industries " that have begun to develop the nation's huge reserves of metals and other minerals, but also into manufacturing machinery and a vast diversity of consumer goods. Canada is still the world's second largest wheat producer, the largest exporter of fish ; its output of agricultural products has continued to increase, largely owing to great advances in productivity through mechanisation. But the proportion of the population engaged in agriculture, and living in rural areas, has been declining. Fifty years ago agriculture employed about 40 per cent. of the country's labour force ; by 1946 it was down to a quarter ; to-day, only about 15 per cent. work on the land, roughly the same in actual numbers as at the turn of the century, though able to produce about three times as much.

In no productive sense, therefore, has Canadian agriculture been declining : what has happened is that the rest of the economy has outgrown it. There has been a steady growth of industries that process agricultural and primary products : Canada's paper and pulp industry, for example, turns out more than half the world's supplies of newsprint. But it is mining and the refining and smelting industries based upon it—plus the development of electric power supplies to make this ore refining possible—that have provided the main element of growth in the economy since the war. Until recently, gold, of which the country is the free world's second largest producer, was the most valuable of its mineral products ; but in recent years the vast expansion in output of more valuable metals, nickel and copper, has surpassed it. Meanwhile its iron ore production has jumped from about 4 million tons in 1950 to some 22,000,000 tons to-day. Moreover, the country's metal refining been based simply on its own ore reserves ; its emergence as the world's largest producer of refined aluminium has been based on bauxite from Jamaica and British Guiana—allied to its own resources of cheap hydro-electricity. In the last six or seven years, this development of the " resource industries " has been based, in particular, upon the opening up of areas untapped before : iron ore in Quebec and Labrador, uranium in Ontario, nickel in north Manitoba, petroleum and natural gas on the prairies, and hydro-power for aluminium in the nation's " boom province " of British Columbia.

This opening-up of Canada's further natural resources, which has required a vast amount of capital investment, has itself hastened the development of secondary manufacturing industries in the country, supplying the capital goods such as cement, electrical machinery and metallurgical plant, pipes for the petroleum industry that has virtually erupted over the last ten years. Moreover, the income generated by this surge has widened the Canadian market for consumer goods, making it economic to manufacture within the country kinds of goods that were formerly imported because the scale of demand would not justify domestic manufacture. These manufacturing industries have hence developed at a growing apace : they now account for about 22 per cent. of the country's national income (30 per cent. counts in those working almost wholly for the

A RICH END[illegible]MENT OF WATER-POWER RESOURCES : At Chelsea, on the River Gatineau, in Quebec, is a well-equipped hydro-electric station. Canada has a wealth of rivers for supp[illegible] power, and the latest statistics show that there are over 500 power plants in the country. Also, many of the waterways are natural means of transport, along w[illegible] timber can be floated to mills for pulping and other purposes. The Gatineau is one such river, millions of logs being sent down it each year.

industries), an[illegible] employ a steadily-growing proportion of the country's [illegible]rking population.

For a cou[illegible]y such as Canada, with about 16,000,000 people in an a[illegible] of 3,845,774 square miles, or four people for every squ[illegible] mile compared with this country's 540, population is [illegible]elf a vital and scarce natural resource : and confidence [illegible] the country's further expansion is to-day based prima[illegible] upon the likelihood that with natural growth and i[illegible]migration, its population should be able to grow faste[illegible]han in recent years. The Gordon Commission, set up [illegible]n 1955 to survey the prospects for Canada over the next [illegible]uarter of a century, believes that its population should [illegible]ch about 22,000,000 by 1970, and close on 27,000,000 [illegible]y 1980 ; over these years, the labour force, which is [illegible]owing faster because the number of young people is increa[illegible]sing, should nearly double.

Given such an increase in people, Canada can readily hope for vast further expansion : it has never been behindhand in raising productivity. The perspectives that this Royal Commission has opened for it, indeed, are that over the next generation the country's national income may easily treble : the average Canadian, after paying income tax, is expected to have about two-thirds more net income than he had in 1955.

Where, then, do the problems emerge ? Are not these prospects rosy enough ? The answer resides in two aspects of Canada's economic growth : the particular gearing of its position in world trade, and the huge capital requirements that further expansion on the current scale will require. The country's exports are largely of wheat, forest products, and minerals ; all, the last two groups in particular, are dependent upon the continuance of growing world demand for the primary materials. The growth of world demand for those materials, since the war, has been very considerable ; partly because countries such as Britain were expanding their own demands for imported materials to manufacture into finished goods, but mainly because in various fields the United States was emerging from a traditional self-sufficiency, and making big demands for imported raw materials to feed its own voracious industries. America thus provided much of the demand : and America has provided a large amount of the capital to get its overseas raw materials delivered—particularly from Canada.

Traditionally, Canada used to import much more manufactured goods from the United States than it could pay for with primary materials, and to export much more to Britain than we could cover by sending manufactured goods there : the balance was adjusted with capital movements, and transfers of gold and dollars, between the three countries. To-day, the pattern has shifted. Canada is sending America far more primary products (and some manufactures) ; but its dependence upon American goods has become even greater, and Britain's share in supplying it has relatively declined. The balance of trade between America and Canada has been adjusted almost entirely by a big increase in American capital investment in Canada. This has been an excellent bargain for the United States, and has certainly made a huge contribution to the development of Canadian industry. But the extent of this American investment—and particularly its concentration into the resource industries, such as oil, mining, timber and aluminium, and certain sectors of manufacturing, such as automobiles, chemicals and electrical engineering—is making many Canadians uneasy. It is natural for a country to lean heavily on foreign capital in building up its industry : the United States certainly did in the last century. But nineteenth-century foreign investment was largely in the form of foreign loans and bonds that could eventually be paid off : American overseas investment has always tended to be in the direct ownership of industrial plants abroad.

(*Concluded on following page*)

A NEW CITY HALL FOR EDMONTON, CAPITAL CITY OF ALBERTA: It is steel-framed, the external walls being covered with marble and granite. The windows, entrance doors and external and internal metalwork are of aluminium. It has nine storeys and stands in a large open space. The ultimate plan is for the City Hall to be surrounded by landscaped parks. The building was constructed by the Canadian organisation of the Rush and Tompkins group of Building and Civil Engineering Companies.

MINING FOR IRON ORE: *Above*—The cross hatch shading in the top right-hand corner of the map, between Quebec and Labrador, indicates the area at Knob Lake where mining is taking place to reach the vast deposits of iron ore which lie close beneath the ground. *Above, on right*—Cranes are used to strip the overburden from the ground to reach the raw material on the property of Gagnon Mines at Knob Lake. Last year iron ore became Canada's fourth-ranking material.

BRITISH PARTNERSHIP IN CANADIAN INDUSTRY

(*Concluded from previous page*)

Canada has always been one of the freest countries in the world for the foreign investor, and would probably shrink from imposing any of the restrictions some other countries do. Nevertheless, to some Canadians the last few years have seemed to represent a period of "exporting the ownership" of their country's natural resources, and exporting it to one particular country. That country, too, though the richest in the world, might also be more vulnerable to economic fluctuations than others. It is already affecting Canada's trade in wheat by various "surplus deals" to unload American grain; Canada is more worried that some temporary recession in the United States might seriously affect the exports of oil and minerals it has been "mortgaging" for development in recent years. Hence the natural—and nationalist—interest in shifting some of the balance of its trade towards an older Commonwealth partner, Britain: and moreover in substituting British capital for some of the American foreign investment of recent years.

Now both British trade with Canada and British investment in Canada have recently been rising, though at a much more moderate pace than American. British industrialists have recently—needled by some frank complaints from Canadian consumers and agents—been making much greater efforts to suit their goods to trans-Atlantic tastes; British industry has been opening up more Canadian branch plants, and taking a financial interest in existing Canadian firms; and individual British investors have been buying far more Canadian stocks and securities.

PROGRESS CONTINUES AT AN ALUMINIUM TOWN IN BRITISH COLUMBIA: A general view of the Kitimat aluminium smelter on the Douglas Channel in the heart of Western Canada's natural surroundings. The smelter is six miles away from the town of Kitimat, the creation of the Canadian Aluminium Company. As well as the new town and smelter, the Kitimat project comprises a dam and gigantic water reservoir; a ten-mile water tunnel through a mountain; a power house carved from a mountain cavern; a power transmission line 49 miles long over the mountains, and a new harbour.

Looked at on its own, the export of British capital to Canada in recent years represents an impressive effort. We have been investing about £40,000,000 a year there—mainly in mining and manufacturing enterprise. To-day there are probably some 500-600 British companies with direct interests in Canadian industry, through branches and subsidiaries. The list is a very wide one. Rio Tinto has gone into uranium, British Petroleum into the Canadian oilfields, the Selection Trust mining finance group has taken an indirect interest in development of Labrador metals. The Hawker Siddeley group, with its interests in A. V. Roe (Canada), and now in the Algom and Dosco steel companies, has transferred much of the emphasis of its effort across the Atlantic; English Electric, I.C.I., Courtaulds, B.I.C. Cables and Coventry Gauge and Tool are all established in the manufacturing field. In contracting, and the development of new industrial areas there, companies such as Taylor Woodrow, Balfour Beatty and Grosvenor Estates are "growing with Canada." Total British holdings in these Canadian industrial firms are to-day of the order of £300,000,000; when British holdings of Canadian securities are counted in, the total British stake in Canada is of the order of £800,000,000.

That is a sizeable slice of British overseas holdings everywhere; and the way we have been adding to it compares well, too. But the fact remains that it is small beer in comparison with the value of American holdings in Canada and the recent rate of U.S. investment, both about five times as large.

What are the chances—in trade and in investment—of Britain taking a much larger share in Canadian development? There is certainly a prospect of considerably increasing exports of engineering equipment to Canada, to equip some of its growing industrial projects; the present easing of demand for capital goods in Britain may well leave the engineering industries able to offer much more favourable deliveries to the "high-powered team" of Canadian industrialists who are to visit this country before the end of the year.

Moreover, Canada's own manufacturing industries, though substantially protected by tariffs, are for the most part efficient, considering the present scale of their operations. In some fields, such as agricultural equipment, they have indeed more experience than we: companies such as Massey-Harris have brought such experience back here, investing in Britain. The process is a two-way one. Any idea, in talking about free trade, that Canada would be content to revert to the status of a hewer of wood and drawer of water for the more industrially-developed economies, letting its manufacturing interests decline in importance, can be dismissed. In terms of productivity, many of these are as efficient as British and European industries, and the fact that labour is cheaper over here, for the present, is not likely to persuade Canadian businessmen that they should get out of business (ask the same question in Lancashire!). So further development of trade between the two countries could not be a simple exchange of raw materials for manufactures; Canada would be sending us finished goods back, too.

Until recently, Canadian concern about dependence upon America had been focussed upon the growth of American ownership of their industry; of late, it has shifted a little towards their vulnerability should recession come in the United States. There is no doubt that some signs of recession can be noted in American business; it is not easy to gauge their importance. But a country close by, with so large a proportion of its exports geared to the level of American activity, is naturally hypersensitive. These are the real bases of Canadian concern to strengthen their country's trading partnership with Britain; they are powerful enough to guarantee that from their side the efforts to work out some formula will be genuine and considerable. The possibilities, within limits, certainly exist: it is up to Britain to match its latest proposal of free trade with practical suggestions.

THE ST. LAWRENCE SEAWAY

Work in Progress on the Greatest Engineering Programme ever Undertaken in North America

HARNESSING HYDRO-ELECTRIC POWER IS PART OF THE GIGANTIC PROJECT ON THE ST. LAWRENCE WHICH WILL LINK THE GREAT LAKES WITH THE ATLANTIC OCEAN : Water pours through a completed section of the curved Long Sault dam and foundations are prepared for its extension on Barnhart Island in the foreground. In the background is the U.S. bank of the river. The St. Lawrence Seaway, to be inaugurated by the Queen in 1959, will open the Great Lakes to ocean-going ships.

AT a time when men have begun to investigate the nature of the heavens, an engineering project which is concerned exclusively with land and water—however ambitious its scope—may not appear to be one of the Seven Wonders of the 1950's. Yet when the sum total of human achievement in the twentieth century comes to be assessed, it is not improbable that the St. Lawrence Seaway will find a high place in the list.

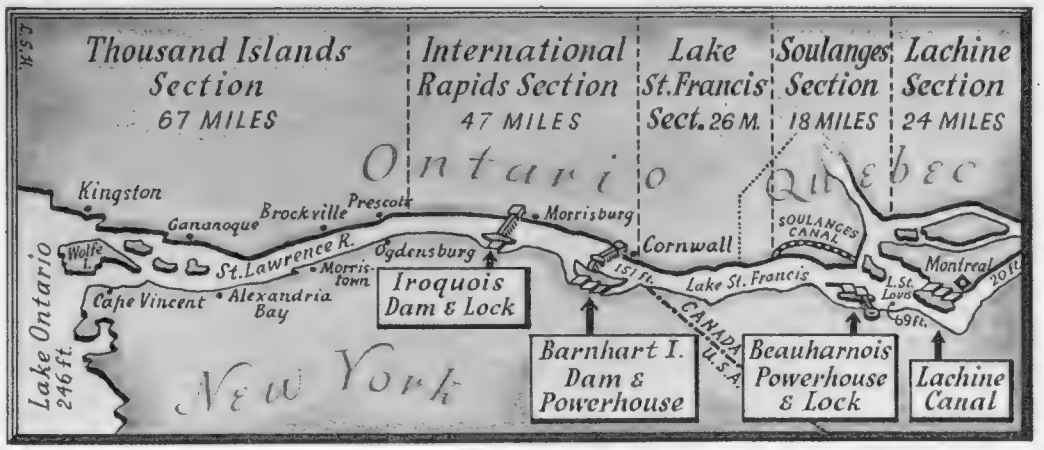
It is unique because a similar project could not have been undertaken anywhere else in the world. The St. Lawrence River runs for 1,000 miles from its mouth in the Atlantic, past Quebec to Montreal. To date this sizeable stretch has been navigable for ocean-going vessels. But beyond Montreal are the upper reaches of the river—the unarmed frontier between Canada and the United States—and then come the five Great Lakes which give access to the heart of North America.

The St. Lawrence Seaway plan proposes to open up the Great Lakes from the St. Lawrence so that another 1,300 miles of water from Montreal is navigable to ships with deep draught. In other words, a large merchantman will be able to start from, say, Liverpool, Glasgow, Hamburg or Cherbourg, and sail right through to the west of Lake Superior or the south of Lake Michigan and bring away the riches of the industries situated in the centre of Canada and the United States.

This is not all. The Seaway project is not only planned as a navigable channel for deep-water ships. The waters of the upper St. Lawrence are being harnessed to provide hydro-electric power in vast quantities for southern Ontario and New York State.

In view of engineering ability throughout the last quarter- or even half-century, it may be asked why such an obvious project has not been put into practice before now. The answer is to be found in those blinkered sectional interests which can never appreciate broad, long-term policies.

Individuals of vision have seen for years the potentialities of the St. Lawrence. In 1928, the newly-elected Governor Franklin D. Roosevelt, of New York, in his inaugural speech, reminded his listeners : " In the brief time that I have been speaking to you, there has run to waste on their paths towards the sea enough power to have turned the wheels of a thousand factories, to have lit a million farmers' homes . . ." Roosevelt was thinking of the frontier river between the Empire State and Canada as a mighty hydro-electric scheme. All his plans for this both as Governor and later President were defeated by the sectional interests in local and national legislatures. Nor, let it be said, in the late 1920's, did Canadian popular representatives show themselves any more keen on electric power projects or schemes for deep-water navigation through to Lake Superior.



FIVE SECTIONS OF IMPORTANT DEVELOPMENTS: The map shows the " bottleneck " on the St. Lawrence which hitherto has been navigable only to small ships. Deep-water works are being undertaken between Montreal and Lake Ontario. Hydro-electric power is being developed in the International Rapids section.

(*Concluded on following pages*)

OPENING THE HEART OF NORTH AMERICA TO OCEAN-GOING SHIPS: The dotted line along the St. Lawrence and through the Great Lakes is the route which ocean-going will follow from Quebec and Montreal to the heart of North America. From such ports as Duluth, in Minnesota, and Port Arthur, in Ontario, the industries of Canada and the United States will dispatch their products direct to the most distant destinations. The St. Lawrence Seaway is a joint Canadian-United States

THE ST. LAWRENCE SEAWAY

A NEW MAIN ROAD: A bridge begins to take shape on the State Highway 37 which is being re-routed because of work on the Seaway project. It now runs from Massena, New York, westwards along the south bank past the new hydro-electric installations in the International Rapids section of the St. Lawrence River.

A NEW LOCK TO GIVE ENTRY TO THE GREAT LAKES: The walls of Here a new canal is being built which with its locks will o St. Lawrence Seaway. It is estimated that a vessel will t

(*Continued from previous page*)

It was the Canadian Federal Government which first managed to obtain Parliamentary support for the Seaway scheme—under Mr. R. B. Bennett, in the 1930's. After the Second World War the United States still lagged behind, and it required a firm declaration from Ottawa that Canada was prepared to "go it alone" before finally Congress in Washington in 1954 ratified United States support for the undertaking.

Thus at last and happily the project became what it had to be if it was to be taken to a satisfactory conclusion—a joint Canadian and American concern. The vast construction works are due to be finished early in 1959, and in May of that year, the Seaway is to be formally inaugurated by the Queen. It is to be hoped that the President of the United States will also play his part in this historic occasion.

What exactly does the St. Lawrence Seaway imply? It must be considered from two aspects—as a means of navigation and as a provider of electric power, the two, of course, combining to form the whole.

In eighteen months time a ship, having crossed the Atlantic from a port in Britain or on the north-western littoral of Europe to the mouth of the St. Lawrence, will have before her the possibility of a further voyage as long again or even longer than the transatlantic crossing. Only great human endeavour will have made this possible. As has already been noted, hitherto the farthest inland port for any deep-draught ship has been Montreal. From there the level of the water rises steadily in relation to sea-level and the course through the Great Lakes can best be understood as going up a series of stairways between them. For instance, one has to go up between Lachine and the small Lake St. Francis. There is another ascent to the International Rapids and Lake Ontario. From Ontario to Lake Erie the lift is no less than 325 ft. And the climb continues to Lakes Huron, Michigan and Superior. The problem is best understood by reference to a map or chart.

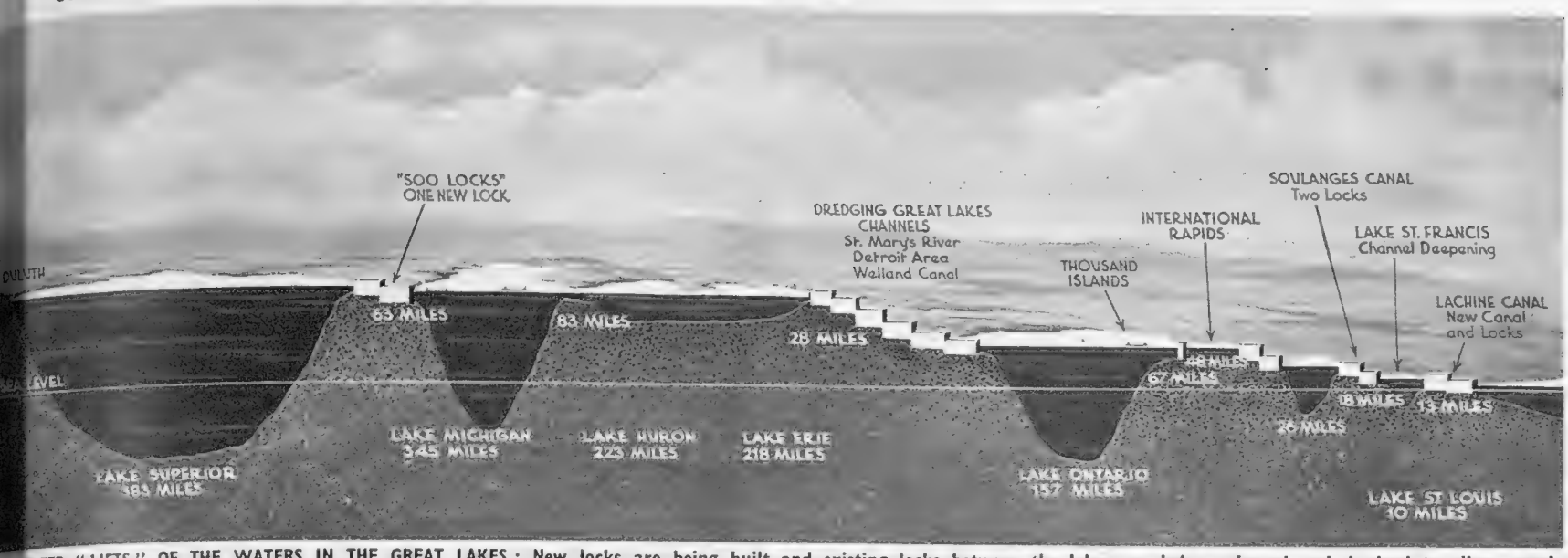
Locks and canals already exist between the lakes and at other points, and probably the best-known is the Welland Canal, which by-passes the Niagara Falls. But the Seaway project envisages large ships passing through them. For this to become possible extensions and deepenings of existing locks are being made and new locks are being built. A point especially worth noting is that the locks in their new form and design will allow ships to pass through them in the minimum amount of time.

Even before Ontario, the first of the Great Lakes, is reached the St. Lawrence itself is being made more navigable, the channel from Montreal which has up to now been only 14 ft. deep, is being deepened to 27 ft., and much complementary work is being carried out on canals and locks to bring them into line.

Thus in the summer after next one can imagine the mercantile fleets loading with the wealth of the New World and bringing across the lake waters and down the St. Lawrence grain, coal, iron ore and a multitude of other products for which the Old World is eternally crying out. These vessels can steam direct to their p destination and the labour and transport costs greatly lowered to the benefit of the ultimate co No longer will it be necessary to send by rail small ship to Montreal or Quebec or to a in the eastern U.S. for transhipment across the At

For its shipping potentialities alone the Seaway be more than worth while. The hydro-electric sc a splendid complement. Between Cornwall, on th bank on the border of Quebec and Ontario, and P some fifty miles to the west, is an area known as th national Rapids Section. It is also part of the between Canada and the U.S.A. In this reach th planning authorities are harnessing the waters advantage of citizens both to the north and the s two great hydro-electric schemes—the Iroquois Barnhart Island projects. An already-existing house at Beauharnais to the west towards Mon being extended and improved. Diversions of th and new canals and dams have to be constructed. have sometimes necessitated the removal of whole munities and the rehousing of them elsewhere. removals have been accepted as advantageous b concerned.)

The financing of the entire Seaway project is not to understand. Statistical facts are usually indig Suffice it to say that the total expenditure will more than four times the cost of the Panama Labour and material costs have certainly risen by



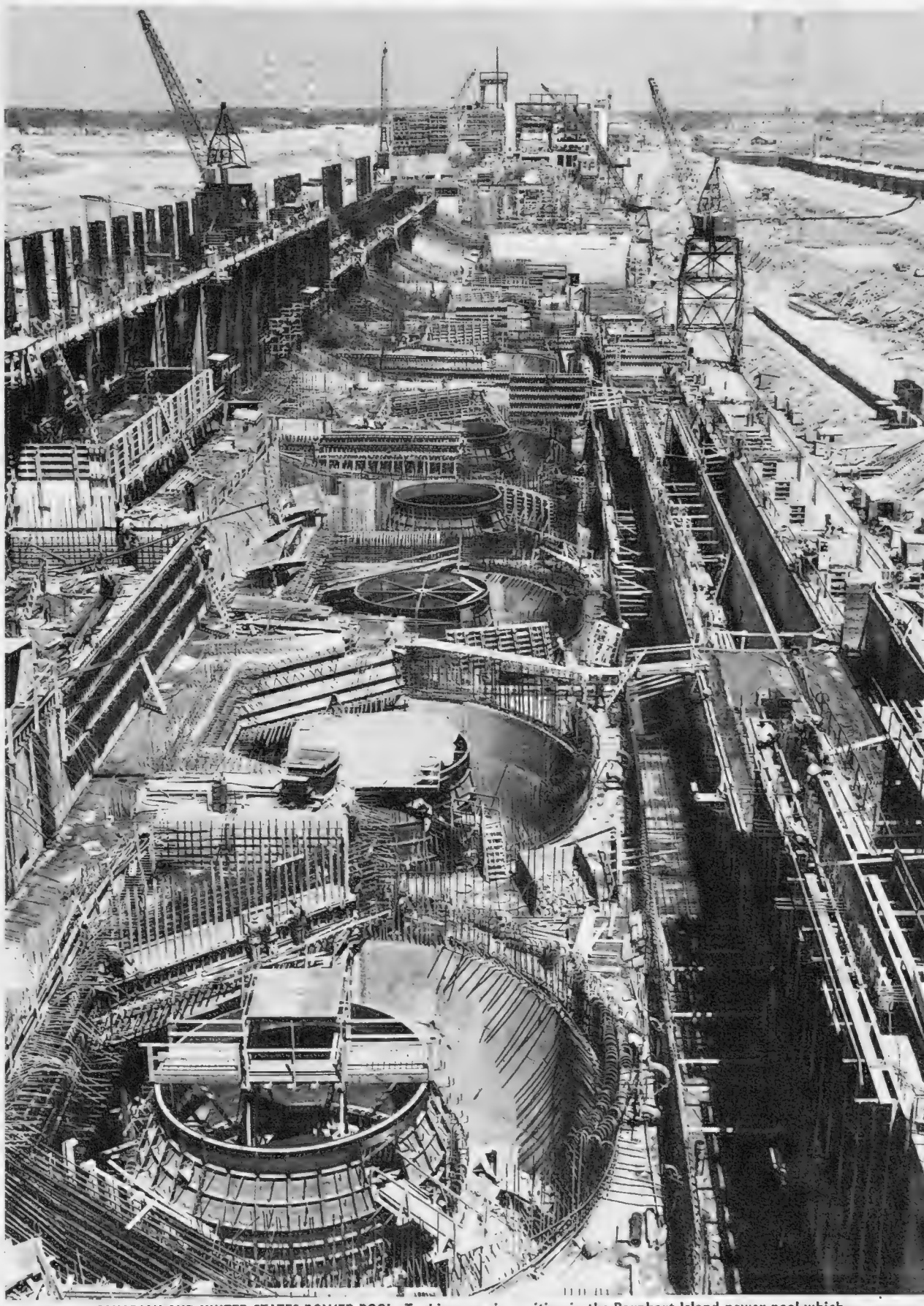
HE STEEP "LIFTS" OF THE WATERS IN THE GREAT LAKES: New locks are being built and existing locks between the lakes are being enlarged and dredged to allow vessels of deep draught to use the St. Lawrence Seaway. The diagrammatic sketch shows the sea-level line and indicates the successive stages by which boats are now raised on the long inland journey. The biggest lift—325 ft.—is between Lake Ontario and Lake Erie via the famous Welland Ship Canal which by-passes the Niagara Falls.

therine lock rise beside the Lachine Rapids below Montreal. ean-going ships on the first stage of their journey up the n or fifteen minutes to clear a lock of this modern design.

han four times in the past fifty years, and it is no exag- eration to anticipate that the Seaway should bring as nuch benefit to the world as the canal between North and outh America. Ships going along the Seaway will pay olls and, naturally, the consumers of the power from the ydro-electric scheme will pay for it at reasonable prices. t is hoped that the outlay for the whole project will have een recovered in fifty years.

The Seaway is the largest engineering programme ever ndertaken in North America. It can therefore also claim o be one of the largest of its kind in the world. It is ot surprising to find that the various construction works, articularly in the hydro-electric sections, have become ighly popular attractions for visitors from both sides of he river. The Canadian and United States authorities ightly encourage people to see for themselves what is eing done. The huge enterprises, with their bulldozers, ranes and enormous variety of mechanised vehicles and quipment are abundant evidence that delays and dis- ensions are long since past and that both Canadians and Americans are looking proudly forward to the completion f the scheme.

Four-and-a-quarter centuries ago the great explorer, Cartier, stood in the Indian village on the site of modern Montreal and gave the river the name of St. Lawrence fter the saint whose feast day it happened to be. Cartier pened up Canada from the St. Lawrence. Its waters, which have been vital in the past in developing the ountry's economic prosperity, will be of even greater mportance in the near future.



A COMBINED CANADIAN AND UNITED STATES POWER POOL: Turbines are in position in the Barnhart Island power pool which stretches across the Canadian-United States frontier formed by the St. Lawrence in its International Rapids Section. The picture is taken from the United States side. There will be equal numbers of turbines on each side of the frontier.

IN WESTERN CANADA: The spectacular view is of Okanagan Lake which lies in the valley of the same name in the centre of Southern British Columbia. The lake is 69 miles long from north to south and varies in width from ¾-mile to 2¼ miles. Okanagan Valley is a centre of the fruit-growing industry. The climate in British Columbia is described as being Canada's mildest. In Vancouver, Canada's third largest city, the Lion's Gate Bridge is one of the longest suspension spans ever built.

On right—

A HOLIDAY RESORT IN THE CENTRAL ROCKIES: Lake Louise, dominated by the Victoria Glacier (away in the background) is situated in Banff National Park, Alberta. The view, looking across the swimming-pool towards the lake, is from the Chateau Lake Louise, one of the hotels owned and operated by the Canadian Pacific. The hotel, which is open during the summer months, has 400 rooms.

THE MAGNIFICENT SETTING OF A HOLIDAY HOTEL: Banff Springs Hotel, in the Bow River Valley of the Rockies, 40 miles from Chateau Lake Louise, is also owned by the Canadian Pacific. It has 600 rooms, and is situated on the main transcontinental line of the C.P.R.

A VIEW OF CANADA

The Spectacular Beauty of the Dominion's Coastal and Inland Resorts

A VIEW FROM THE TERRACE: The camera looks out from the Banff Springs Hotel along the picturesque Bow River in the Banff National Park which covers 2,500 square miles. The history of the National Parks of Canada goes back to 1885, when an area of 10 square miles was set apart in the Rockies. To-day, they cover more than 29,000 square miles of wonderful scenic territory. They are all wild-life sanctuaries; no hunting is allowed, but fishing is permitted in numerous lakes and streams. Some of the finest scenery of the National Parks is found in Alberta.

On left—

ON THE EAST COAST OF CANADA: The beach curves round a sheltered cove at Alma, in New Brunswick, one of the many small places which are ideal for holidays along the Atlantic coast. Much of the province is covered by forests and, as can be seen, the trees stretch right down to the shore. Timber is an important industry in the small province. The soil is fertile for agricultural crops and for vegetables and fruit.

The Sphere of Travel

EXECUTIVE TRAVEL

With Special Application to the Trans-Atlantic Flight to Canada and the U

By GORDON COOPER

ON occasion one reads in a newspaper of this or that business executive who has covered some immense mileage while engaged in furthering Britain's ever-increasing export trade in overseas markets. Yet behind this minor but important piece of news is a factor which is not mentioned : the intricate planning and organisation that enables the traveller, possibly a V.I.P., to carry through his often arduous task with a minimum of trouble and fatigue. I need hardly point out that some of these travel itineraries can be extremely elaborate, involving visits to many countries, possibly even encircling the globe and lasting for months.

While Britain's giant business concerns usually have their own expert staffs to arrange travel plans, the great majority of firms engaged in the export trade are catered for by certain agents who specialise in this particular type of travel. In fact, to-day, this branch of business has attained considerable dimensions, necessitating highly-trained personnel to cope with the general and particular needs of clients. These needs, incidentally, are almost invariably individual and personal in character and bear little relation to the ordinary tourist travel trade.

" Travel without tears " would be a suitable slogan for those firms engaged in the business travel service. Once a business executive or representative knows all the places he wishes to visit, he will then be almost entirely relieved of the intricate details connected with the actual trip itself. Obviously, such needs as tickets and hotel reservations have to be seen to, but there are also many minor things requiring attention and which can greatly contribute to a carefree journey. Here, for instance, are just two examples of what an efficient travel service will consider comes within its province.

A business man drives direct to an airfield for flight embarkation and garages his car there. Obviously, on his return, he wants to pick up his car forthwith, even if he should land somewhere else, and this matter planned by his travel agent, without his even Another individual engaged on a long trip may arrange for his children to be looked after a possibly during their holidays as well as during te Again, this matter can be attended to—with the human touch.

With keen competition to secure busines accounts, some of which run into six figures a a firm must first consider efficient service. Even mistake can easily lose a profitable client. Consi of the small but important details which sh observed : the validity of a passport, obtaining th sary visas ; inoculations ; arranging for baggag ance ; and so on. A good agent will take into a suitable dining-room seat on board ship. arrange for the forwarding of mail, give advice on introductions and possibly fix appointments, and g be informative about clothing, laundry, car hire

It is true to state that the worth of travel agent is demonstrated not so much by arrangements which succeed—the client expects but by his ability to cope with snags brought a unforeseen circumstances ; a sudden change of pl instance, or the sudden cancellation or delay in or plane's departure. This is usually a case when local representation is necessary—a friend on th in fact. Obviously, the large travel organisations Cook's and American Express are well equipped respect, but the smaller firms also have their arrangements to deal with possible difficulties.

The inexperienced traveller may be encouraged along with him a number of personal introductio necessarily to essential business firms. From m experience, I find that most of these are of little p use and involve a waste of time ; and time is usu important matter. I prefer, in fact, to seek ou organisations which are concerned with the sup information. Even if they cannot answer your pa queries, they can, at least, advise you where t enquire. There are, of course, the usually helpfu official representatives in most main centres : Co Generals, Consulates and Vice-Consulates. There local tourist information offices, Chambers of Co Rotary Clubs, and so on. Nor should I forget to m the overseas managers of B.O.A.C., a body of m whom I often turn first. I have invariably found well-informed on local matters, and they go a lo to be extremely helpful.

A HOLIDAY IN CANADA : The tree clad slopes lead almost down to the beach along the coast of the Gapsé, in the province of Quebec. This is one of Canada's most attractive coastal regions. In addition to seaside towns and villages on the Atlantic and Pacific coasts the holidaymaker in Canada has a wide choice of inland resorts.

WINTER HOLIDAYS

Some reductions have been made in the fares quoted this winter by Silver City for ferrying your car across the Channel by air. It now costs no more than if you took it by the surface route. For example, a car measuring 15 ft., an average length, would cost you £9 10s. for the single journey between Lydd and Le Touquet. This does suggest the possibility of taking your car on your winter sports holiday. You could, for example, drive through to Villars in a couple of days, and no chains would be needed. This is one of several winter sports resorts where a car would be extremely useful.

Starting on December 20, 1957, and continuing until April 16, 1958, there will be a twice-weekly flying-boat service to Madeira, leaving Southampton on Friday and Monday evenings, returning on Saturday and Tuesday. The fare will be £88 return and the journey takes ten-and-a-half hours.

An interesting West Indies cruise has been arranged for M.V. *Batory*, a comfortable ship of 14,300 tons, on which £350,000 was recently spent in large-scale improvements to passenger accommodation and amenities. The number of passengers carried on this cruise is to be restricted to 400, just about half the normal number carried. Leaving on January 17, M.V. *Batory* will visit Martinique, La Guaira, Kingston, Havana, Nassau, Bermuda and Lisbon, returning to Southampton on February 23. Fares run from £200.

B.E.A., in conjunction with Czech Air Lines, are now running a direct service between London and Prague. A reasonable connection is provided in Prague for anyone wishing to fly on to Moscow.

W. D. C. C.

BY TRAIN THROUGH THE ROCKIES: " The Canadian," of the Canadian Pacific Railway, runs between M Vancouver and Toronto-Vancouver. It is built of stainless steel throughout, and is air-conditioned. coach is named after a famous park or personage. A special feature of the train is its " scenic d

NADA'S CAPITAL FROM THE AIR : Ottawa is situated on a bold prominence rising above the Ottawa River near its confluence with the Rideau River about 105 miles west of Montreal. In the right centre of the picture is the Centre Block of the Parliament Buildings dominated by the famous Peace Tower. Just below the Parliament Buildings, in the foreground, is the National War Memorial which stands in Confederation Square. On the right with its roof turrets is the Chateau Laurier Hotel.

It seems only common sense that the efficient business aveller visiting a country or city for the first time should now something about its background. An interest in e people and their history, for instance, makes for sier social encounters. Therefore, it is wise to get the erature available gratis from the commercial Conlate departments and the tourist information offices of e appropriate country or countries to be visited ; most them are represented in London.

Of considerable value are the booklets issued by the oard of Trade in their " Hints to Business Men " Series. hen there are the commercially-published handbooks, such as those for South America and South Africa. I also regard *New Horizons*, a guide to world travel, prepared by Pan American Airways, as being outstandingly useful. It tells you in a pocket-size volume almost all you want to know on a trip abroad ; what to see, do, wear and buy. There is up-to-date advice on hotels, restaurants, nightclubs. Tipping, currency, medical facilities, local voltages, and the state of water supplies all get a mention. Sensibly, local temperatures (month by month) and days of rain are listed, while a line or two for each country on " Common Courtesies and Local Customs " strikes me as being eminently helpful. This publication can be obtained for 7s. (plus postage) from Pan American Airways, 193, Piccadilly, W.1. A companion volume is devoted entirely to the U.S.A., the price being 10s. 6d.

Luggage is a problem which concerns even the most experienced travellers. I speak from considerable experience. You want to be prepared for all possible eventualities ; the high cost of excess in air travel and sometimes the difficulties of porterage make weight an important factor.

Prolonged travel, even under the best organised conditions, is inevitably tiring. You will, I think, be making no mistake if you pack in your luggage a vacuum flask, a light sweater and a lightweight raincoat, even though you may be going to a hot climate. I am also convinced that air and train travel is much more comfortable if you change into a light alpaca jacket and change your shoes for a pair of light slippers. I suggest that the sometimes prolonged waits which can occur at airports are made less boring if you are prepared to fill in the time with some occupation, such as reading.

Good health is obviously of paramount importance to a business-man on his travels. But the traveller should avoid constantly dosing himself for possible ailments. In fact, don't worry too much about your insides. Rather, stick to common-sense rules, especially in eating and drinking. A small first-aid outfit, some aspirin and, for hot countries, a small supply of " Thalazole " (for diarrhœa and stomach pains) are the only medicines I carry around. The last-named requires a doctor's prescription in this country, but abroad these sulfa drugs can be obtained usually from any chemist without restriction.

Finally, the question can arise whether to travel by air or by sea—especially in the case of crossing the Atlantic. Most travellers agree that air travel is fast but tiring, and after a long flight you require a day of rest. In contrast, a sea voyage, even if it lasts only a few days, can be in the nature of a rest-cure. It is a matter for individual decision, provided the factor of time is not paramount, whether the journey one way should not be made by sea. On the outward trip it can give you leisure to collect your thoughts, while on the return there is time to recover from the effects of constant travelling. Again, sea travel is more friendly (among passengers), and you can often make some rewarding contacts.

NOVEMBER IN SWITZERLAND

During a recent visit to Switzerland I was much impressed by the new trends in hotel architecture there. I liked especially three establishments which combine attractive style and comfortable appointments with an impressive scenic setting. There is, for instance, the Hotel Europe au Lac at Ascona (Ticino), built on a triangular ground plan, with two sides overlooking Lake Maggiore. All rooms have balconies, and there are wonderful vistas. The public rooms, too, are most pleasing. I also stayed at the Hotel Beaulac at Neuchatel. Here, again, the bedrooms open directly over the lake. My third recommendation—a three-star one—is the Vieux Manoir Hotel at Murten. Set amid a charming landscape and by the water's edge, a former patrician house has been made into a modern hotel without sacrificing its old-world atmosphere. It is particularly notable for its cuisine. As autumn lingers on into November at all the three places named, they are worth noting by those who wish to take a late holiday abroad.

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Milbanke Travel Ltd., 175, *Piccadilly*, *W.*1.

Wakefield Fortune Ltd., 32, *Shaftesbury Avenue*, *W.*1.

There are also :

American Express, 6, *Haymarket*, *S.W.*1.

Yuills Ltd., *Ocean House*, 3, *Old Broad Street*, *E.C.*2

AN AERIAL VIEW OF ONE OF THE NEW NICKEL CAMPS IN THE CANADIAN WILDERNESS: It has been set up by the International Nickel Company of Canada Limited and is situated on the isolated Moak Lake, in Northern Manitoba. The houses in the forest and on the banks of the lake are inhabited by workers on the mining project.

MINING FOR NICKEL IN CANADA

Two new Sites are Being Developed in Northern Manitoba

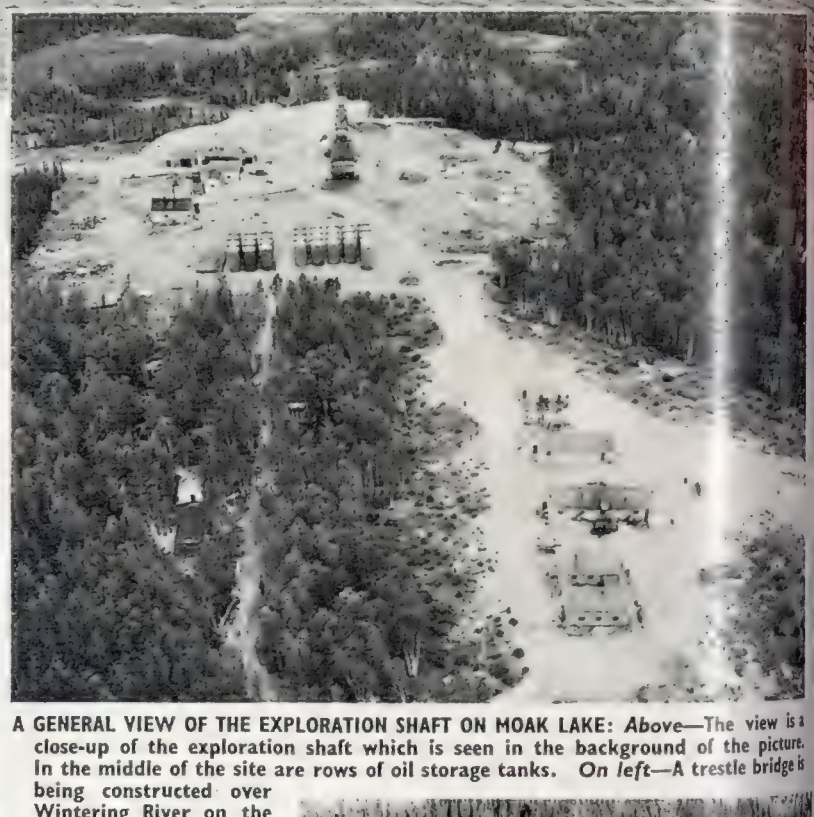
In the early part of December last year the International Nickel Company of Canada Limited announced that the extensive explorations which they had undertaken in many parts of the world for new deposits of nickel had resulted in a new source of nickel supply being discovered in Northern Manitoba. Nickel ore was thought to be present in large quantities in the Mystery and Moak Lakes areas of Northern Manitoba and the Company put into operation immediately plans for a four-year project to develop the properties. Since last December's announcement an enormous amount of work has been carried out, and is still in progress, on the construction of two nickel areas.

They are known as the Thompson and Moak mines and initial production of nickel is expected to begin in 1960. The work in hand establishes the biggest nickel-producing operation in the world, except for the Inco's work in the Sudbury district of Ontario. It is also the largest single investment of any kind in Manitoba. By arrangement with the Manitoba Government, the new town and plant site, like the immediately adjacent mine, have been named Thompson, in honour of Dr. John F. Thompson, the Chairman of the Board of Inco, who last year completed fifty years' service with the Company.

The new mines are located about 400 miles north of Winnipeg and 950 miles north-west of the Company's mining operations in the Sudbury district. They are in an area from 30 to 50 miles north of Thicket Portage, on the Canadian National Railways' line between Winnipeg and Churchill. A large plant to supply power to the new facilities is being erected at Grand Rapid, on the Nelson River. This is about 50 miles north-east of the mining operations and 10 miles north-west of the present C.N.R.s' Hudson Bay line. The Moak and Thompson mines, and the town site, are being linked by a 20-mile-long railway-line to be operated by Inco. In addition, a new 30-mile stretch of railway is to connect the town site at Thompson with the C.N.R.s' Hudson Bay line.

The new mining project brings to a head 10 years of active exploration in Northern Manitoba by the International Nickel Company of Canada Limited. During this search they focused particular attention on the areas at which sites are now under construction, believing the region the most likely and strategically situated for development of large new nickel supplies.

An airborne geophysical survey, in which 24,000 miles were flown in a year, led the geologists to Moak Lake district after a trapper-prospector's find had brought them to near-by Mystery Lake, where diamond drilling located favourable mineralisation.



A GENERAL VIEW OF THE EXPLORATION SHAFT ON MOAK LAKE: *Above*—The view is a close-up of the exploration shaft which is seen in the background of the picture. In the middle of the site are rows of oil storage tanks. *On left*—A trestle bridge is being constructed over Wintering River on the route of a railway line connecting the Company's second nickel exploration site called Thompson with the Canadian National Railways' Hudson Bay line.

FUEL STORAGE TANKS IN THE HEART OF A CANADIAN FOREST: They have been built at the site of one of the two shafts being sunk at the Thompson nickel mine. Each tank has a capacity of 175,000 imperial gallons of oil.

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Charlotte Square 1822 *from the original by J. G. Renn*

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NATURAL GAS IN CANADA

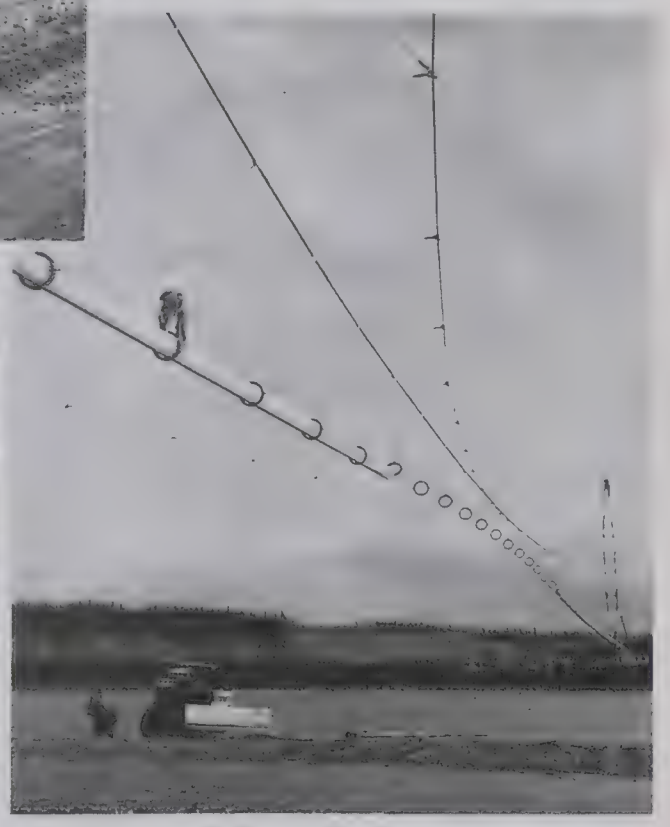
A 650-mile Pipeline has Recently been Completed

PIPELINE FOR NATURAL GAS : It runs through pine forests far into the distance at Cottonwood Canyon, near Quesnel, British Columbia. The 650-mile-long pipeline, constructed by the Westcoast Transmission Company, was officially opened on October 8. It runs from the gas-fields of the Peace River, on the borders of British Columbia and Alberta, southward to Vancouver and U.S.A.

LAYING THE PIPELINE : Cranes lower the pipe into the ditch which has been dug for it. In the foreground it passes through a small pond. It was originally planned that the line should deliver 400,000,000 cub. ft. of gas each day to Huntingdon, on the Canadian-United States border, but its ultimate capacity is an estimated 730,000,000 cub. ft. daily.

WINTER WORK : Canadian workmen carry on a job of welding on the pipe amid ice and snow in mid-winter. The pipeline has been completed in two years—which is three months ahead of schedule.

ANCHORING THE PIPE : Near the border between Canada and the United States men with an automatic machine are anchoring the pipe. The entire line has cost nearly £61,000,000.



CROSSING A LARGE RIVER IN WESTERN CANADA : As the pipe is laid across the Peace River, in British Columbia, the north and south sections of the construction are pushed towards each other in a bridging system composed of a network of strong cables.

The pictures on this page are of construction operations on the natural gas pipeline which stretches for 650 miles from Peace River, in British Columbia, and Alberta, Canada, down to the border of the United States at Huntingdon. The gas is found in two areas straddling the inter-State border of British Columbia and Alberta, around Pouce Coupe and Fort St. John. The pipeline, which was completed in two years—three months ahead of schedule—has been constructed by the Westcoast Transmission Company and is Canada's first major gas pipeline.

The cost of the line was over £60,000,000 Initially it was designed to deliver 400,000,000 cub. ft. of gas a day to Huntingdon, British Columbia, on the U.S.-Canadian border but, due to heavy demand for the gas, this was considerably increased to 660,000,000 cub. ft. daily, and it is estimated that ultimately production may reach to 730,000,000 cub. ft. daily. Much of the additional output will go to the Pacific North-west Pipeline which runs from the Canadian border through American territory as far south as New Mexico. Furthermore, the two distributors of the gas in British Columbia have both exercised options to take substantially larger volumes.

The conception of the " big inch " natural gas industry in Canada (Westcoast have 30-in. diameter tubes) is attributed to an idea of the President of the Company, Frank H. McMahon, who was responsible for engineering and market studies on this subject. Two years ago geologists investigating the area stated that the reserves of natural gas ran into millions upon millions of cubic feet and said that the surface had hardly been scratched. It took six years of negotiations in British Columbia, Alberta, Ottawa and in the United States before the work was authorised.

The pipeline starts just outside Fort St. John, where the gas from fields in British Columbia and Alberta merges and is processed in a huge plant. The " wet " British Columbian gas is rich in liquid hydrocarbons and the plant in which these are processed is claimed to have given northern Canada its largest single industry. Propane, motor and aviation fuels are also produced from the gas. Hydrogen sulphide from the gas is also converted into sulphur.

Along its route southwards the pipeline is carried across Peace River by a graceful bridge which is one of the longest suspension bridges in the Commonwealth. The line crosses the Rockies at 2,900 ft., but the greatest height is near the U.S. border at the Boston Bar Pass, where it is 4,700 ft. high. **Robert Jamieson**

THE RAPID DEVELOPMENT OF A BRITISH INDUSTRIAL VENTURE IN CANADA: Annacis Island, situated in the mouth of the Fraser River, near Vancouver, in British Columbia, is being developed as a highly successful industrial estate by the London firms of Grosvenor Estates and John Laing Limited. This aerial view of the island shows a part of the industrial community at an early stage of development. The road running past the factory buildings turns left to cross the causeway to Lulu Island and the mainland. In the left background is New Westminster. In right centre background, the Patullo Bridge crosses the river to South Westminster.

AN ISLAND OF INDUSTRY

Rapid Development Continues on a Remarkable British Enterprise in Canada

The Canadian island of Annacis, on which has been developed a remarkable industrial estate which owes its origin and creation to British enterprise, recently celebrated its second anniversary. The estate was officially opened on July 22, 1955, and in November of that year the first factories were ready. To-day, more than thirty companies with a total employment between them of around 1,000, are settled on the island with a promise of new industries to come within the ensuing year. Companies from far afield as well as local industries are recognising the advantages of the thoughtful planning and provision of facilities which makes this project unique in North America. The island is ideally placed for trading communications, being easily accessible by air, sea and land in all directions. Annacis Island was purchased in 1953 by the late Duke of Westminster and it is the London firm of Grosvenor Estates, with its associations with the Duke's family, which is responsible for the remarkable development with another London firm, John Laing Limited, the engineers and contractors. The island is 1,200 acres in area, three-and-a-half miles long and a mile wide at its broadest point. The first areas of development were laid out to provide for buildings requiring comparatively small amounts of land and yet enabling the provision of all services to be available to practically any corner of the area. The future planning on Annacis will, however, be influenced by the size of the site requirements, which are continually increasing. One of the highlights of the development last year was the construction of a restaurant which, it is claimed, can set a good example to some of London's West End establishments. Ships from all parts of the world pass close to the island by means of its deep channel frontage. This, before long, may be developed with deep-water wharfing facilities.

MODERN BUILDINGS ON THE ANNACIS INDUSTRIAL ESTATE: *Above*—The principal administration block is typical of the functional architecture which has risen on the island. *Above, on right*—The Canadian Bank of Commerce is housed in a spacious and airy structure.

A TERRACE OF FACTORIES FOR LIGHT INDUSTRY: Cars are parked outside the entrances to the various factories on a special access road. The main concrete roadways running over the island carry four lanes of traffic. They are kept free from obstruction by the provision of these access roads, which provide ample parking facilities for all types of vehicles.

AN IMPOSING FACTORY AND OFFICE: They are the premises of the A.I.M. Steel Products Limited. The factory, in the centre, is one of the larger type of buildings now being erected. Annacis Island has excellent communications by air, sea and land in all directions.

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The World of Books

BOTH SIDES OF THE ATLANTIC

Sir Winston Churchill's Third Volume of "The History of the English-Speaking Peoples"; Reminiscences of a Diplomat, a Conscientious Objector and an Actress; Frith's Memoirs

THE scope of the new and third volume of Sir Winston Churchill's *History of the English-Speaking Peoples* is as vast as before, and perhaps it could be said that it is rather the fault of history than the historian that THE AGE OF REVOLUTION (Cassell. 30s.) should lack something of the fire of its predecessors. The period covered by Sir Winston here is from 1688 to 1815, that is, from William of Orange to Wellington in our own country, and across the Atlantic, from colonialism to emergence as the nation of the United States. The author makes it abundantly plain that the English-speaking world is as much North American as British. This, perhaps, is not surprising when one remembers that he derives from an equal mixture of English and American stock. His prose is inimitably in the grand and yet direct manner, as one feels it will always be, the dynamism of his thought as evident and the humour as subtle and as quick as ever.

In his description of the Battle of Waterloo, a masterly example of conciseness and force in itself, Sir Winston gives this story of the aftermath of Napoleon's final defeat: "Late that night Blücher and Wellington met and embraced. '*Mein lieber Kamerad*,' said the old German Field Marshal, who knew not a word of English, '*quelle affaire!*', which was about all the French he could command. This brief greeting was greatly to Wellington's laconic taste."

Sir Robert Bruce Lockhart has written several books of memoirs and autobiography since his *Memoirs of a British Agent*, and is one of those exceptional writers who are able to communicate their own enthusiasms, whether in the matter of a friendship, a Rugby football match, fishing or diplomacy. FRIENDS, FOES AND FOREIGNERS (Putnam 21s.) is his latest collection of essays, travel pieces and portraits and, with the exception of that earliest book of all, I found it the best thing that he has done. Sir Robert has been familiar with European politics all his adult life, he has a talent for friendship and he can write.

WESTMINSTER WADER (Faber. 18s.) is by a politician, but as unlike a politician's book as one could well imagine. Lord Noel-Buxton is known for several things; he is a poet, for instance, but it is probably as a paddler that the public is most inclined to think of him, for there are, if you come to reflect on it, so few distinguished paddlers, and certainly few as articulate as this author. Lord Noel-Buxton makes a point of crossing rivers on foot and by ford where possible. He has done some spectacular crossings, notably of the Thames at Westminster, although he had to swim for part of this, and it is of London and its rivers that he writes here, disjointedly, unpredictably and with considerable vigour of expression.

THE UNFINISHED MAN (Chatto and Windus. 16s.) is an autobiography that is uneven, highly emotional and highly personal. It is also a book that I feel the better for reading and which I am grateful not to have missed. Mr. James Byrom was a young man when the war started and, although coming from a background of professional soldiering, was obliged by his convictions to register himself as a conscientious objector. In this capacity he was successively in the A.F.S., the Pioneer Corps, a bomb-disposal unit, and, finally, the Paratroop Medical Service, in which he took part in the Normandy and Rhine drops. He was also a volunteer fireman in Finland. All this he tells in a record of a life in which many forms of courage are implicit.

Miss Yvonne Mitchell's autobiography, ACTRESS (Routledge and Kegal Paul. 15s.), could be described

THE WORLD'S OLDEST LIVING PAINTER? Mrs. Anna Mary Robertson Moses, known as "Grandma" Moses—sits by one of her paintings in New York. She was born in 1860 and celebrated her ninety-seventh birthday last month. It was not until she was seventy-six that she began painting seriously. Since then she has had many exhibitions in America and Europe.

as an admirable guide to anyone who was thinking of embarking on a stage career. It doesn't go so far as to repeat Mr. Punch's advice to those about to be married: "Don't!", but it does point out, firmly and gracefully, some of the difficulties. Miss Mitchell's own career has so far included Stratford-on-Avon, much touring, many films and TV plays, besides distinguished work in the London theatre. She writes sensibly and wittily of hard work, failures and successes.

Frith was a Victorian painter of a popularity that very few artists know in our own days. He painted immense canvases with infinite detail and his "Derby Day" is perhaps the best memorial to his style and his industry. His own life spanned the reigns of George III to Edward VII and his acquaintance included a coruscating list of the great Victorians. Fortunately for us, Frith wrote his memoirs, which altogether came to nearly 300,000 words, in the lavish manner of the times and which are now skilfully pruned and edited by Mr. Nevile Wallis, the distinguished art critic. A VICTORIAN CANVAS—THE MEMOIRS OF W. P. FRITH, R.A. (Bles. 25s.), is even fuller of figures than one of his compositions, and even more rewarding: a delightful excursion into the spirit of the age.

The pub, and especially the country pub, is an essential part of English life. This is a familiar statement and, unlike some statements of the kind, it is perfectly true. Now we have an autobiographical volume to explain why one keeper of an Essex pub found that it was far from a life of beer and skittles. COME LANDLORD! (Hutchinson. 15s.) is described as *The Public Life of Tom Girtin*, and so it is; amusingly and candidly revealed. Mr. Girtin owns that he had a lot to learn in this business, and explains with the minimum of fuss how he learned it. Instructive, in a convivial sort of way.

The next two books are related to experiences as fantastically different as life can provide. THE VICTORY OF FATHER KARL (Gollancz. 16s.) is the story of a young German priest who survived Dachau to die soon after liberation, whose spirit was gay and unquenchable, and who, by some kind of communal miracle, managed to be fully ordained while half-dying in the horror of that concentration camp. Father Otto Pies first knew him in Dachau and has written this moving life-story of "the fledgling priest."

OPIUM (Peter Owen. 25s.) is a fresh translation, by Margaret Crosland and Sinclair Road, of M. Jean Cocteau's treatise on the subject of this drug and his cure. The volume includes a bibliography of Cocteau's works and reproductions of forty-three of his contemporary drawings.

Another and slightly less exotic Frenchman, M. André Maurois, has written a series of letters addressed with a startling lack of originality TO THE FAIR UNKNOWN (Bodley Head. 10s. 6d.). These light, charming and often percipient essays cannot escape the shadow of omniscience, but at least the reader has the impression that M. Maurois likes women and wishes them well.

Sir Stephen King-Hall's communications are political not to say minatory in tone. LETTERS FROM AFRICA (Bles. 13s. 6d.) are contained in a small volume which is the result of a tour through South Africa, Rhodesia, Nyasaland, Kenya, Tanganyika and Uganda earlier this year. The communications are written within the deliberate framework of the topical and are not particularly profound, but they do occasionally catch a picture of the passing scene.

SEVEN WONDERS OF THE WORLD (Muller. 18s.) is the title of a book of an even more inveterate traveller than the Commander, and that is Mr. Lowell Thomas, who here describes the only remaining Wonder, the Pyramids, and passes on to a brisk and lively record of the making of travel films, travel itself, the Pope, Fuji Yama, the Taj Mahal, and a *potpourri* of other far-flung memories. Many photographs.

Mr. James Bertram is a New Zealander who has also travelled extensively within the countries of the Far East. RETURN TO CHINA (Heinemann. 25s.) is his record of his most recent visit there and has all the liveliness of a journalist's writing and the discretion and good sense of a diplomatist's. Again, many pictures of places but more of people, including one of the fabulous Madame Sun Yat-Sen.

Vernon Fane

FRENCH CANADA

The Regime of the Seventeenth Century

In the eighty-four years from the time Champlain founded the settlement at Quebec until the period of open and declared war began with England, the French colony produced a succession of great men. Among them were Champlain himself, Cartier, La Mothe-Cadillac, La Harpe, Le Sueur, Varennes, de la Verendrye and his sons, the Mallet brothers, La Salle, Talon, Frontenac, Iberville, and the noble Bishop Laval. Around the great figures of New France Thomas B. Costain has woven his intimate story of the French regime in Canada. He calls it THE WHITE AND THE GOLD (Collins. 30s.), and no one will doubt, as the author himself says, that "he has been caught in the spell of those courageous, colourful, cruel days." Mr. Costain does not dwell only upon the great names and events of the seventeenth century; they are the connecting link. He pauses frequently to examine the prosaic life that lay beneath the glittering surface of events, stopping at the dwellings of ordinary inhabitants or looking inside the bare barracks of the French soldiers. The result is a well-balanced picture of the period.

Here are two first-rate anthologies, both of them gay, robust and irreverent, and both vastly entertaining. Louis Untermeyer's A TREASURY OF RIBALDRY (Elek Books. 25s.) takes a long, sweeping view across this cherished field from 500 B.C. to this year of grace, with Boccaccio, Chaucer, Villon, Rabelais, and Balzac as the obvious contributors, and Benjamin Franklin, Daniel Defoe and Robert Burns among the not-so-obvious. "What is obscene to one man is the laughter of genius to another," D. H. Lawrence once exclaimed in anguished protest. Between these two poles of thought Mr. Untermeyer takes us on his entertaining journey. There is no doubt that the satisfactions of the body have produced throughout the ages some of the wisest and wittiest, as well as some of the most rollicking and ribald writing in literature, and it is equally true that Mr. Untermeyer has missed very few of the choicest pieces in making his selection.

John Pudney's THE BOOK OF LEISURE (Odhams. 20s.) is an almost equally beguiling miscellany with no central theme like Mr. Untermeyer's, except to divert and give pleasure. More than thirty writers have contributed to its lively pages. John Pudney's tastes are catholic, and *The Book of Leisure* ranges far and wide and delightfully.

The story of Clemens Forell has passed through two hands en route to the reader, those of Josef Martin Bauer, who has done the writing, and Lawrence Wilson, who has done the translation from the German. Even so, the book, which tells of the adventures of this German lieutenant who journeyed 8,000 miles from his prisoner-of-war camp in Siberia to the Persian border, has a deeply personal touch. AS FAR AS MY FEET WILL CARRY ME (André Deutsch. 15s.) is something more than a great escape story of the war. It would be deemed wholly incredible if it were not for the fact that Forell is at present living in Germany to bear witness to what happened. On his long trek from the Siberian lead mine on the Bering Strait he fell in with wandering tribes who taught him how to hunt, keep warm, and live off the land. He stole, he contrived, he endured, and steadily he drifted southwards and westwards until at last he reached the Persian frontier and was safe. The book is comparatively short, some 250 pages. It passes swiftly from incident to incident, often brushing aside in a sentence a period of appalling difficulty. This tendency to underestimate and to condense makes a startling, clear-cut impression on the reader's mind.

Two books of specialised interest which commend themselves this week are Frank W. Lane's KINGDOM OF THE OCTOPUS (Jarrolds. 30s.) and Eric Taverner's ANGLERS' FISHES AND THEIR NATURAL HISTORY (Seeley, Service. 35s.). Mr. Lane's is the first popular book on the octopus and similar animals to be published in the English language for over eighty years. He takes advantage of papers hitherto scattered in the scientific literature of half a dozen countries. Mr. Taverner's book is an important contribution to the literature of angling, helping the angler to approach with greater understanding the natural conditions which govern the marine world.

AIRCRAFT ANNUAL (Ian Allan Ltd. 10s. 6d.) will undoubtedly appeal to a wide public. The editor is John W. R. Taylor, who needs no introduction to SPHERE readers, and he has assembled a distinguished list of contributors.

R. C. E.

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him, c/o The Editor, THE SPHERE, *Ingram House, 195-198, Strand, London, W.C.2.*

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THE ENGLISH HOTEL IN THE MEDITERRANEAN MANNER

"I WISH YOU WOULD WRITE AN ARTICLE ON WARM WINTER PLACES" is the purport of a letter received from a regular reader from Virginia, U.S.A. The correspondent goes on to say: "I've heard Penzance is warm in winter—and other parts of England and Scotland also—and have palms growing out of doors. If this is so, I wish you would write an article and mention these places some time."

Before I attempt to develop this theme of warm winter places, it must be emphasised that weather is a fickle jade the world over, and while it is more changeable in Britain than in many places, at least we do not experience the rapid extremes of temperature that can be experienced in, say .... the U.S.A. I can well recall leaving Washington, D.C., with the thermometer at 100 deg. and a humidity of 80 deg. and a few hours after stepping out of the plane at Chicago with the temperature down to 42 deg.

We do not get these extremes in Britain, but with winter's uncertainties the climate in the warmest places has a nasty habit every now and again of letting its reputable winter resorts down.

But let 's warm up our subject and start with our correspondent's thought—Penzance. Yes, given an average winter, Penzance over the years shows up well. In fact, much of that South Cornish coastline often warrants the appellation that someone coined for it, "The Cornish Riviera." Palms grow out of doors in many towns and villages thereabout and rarely have they frost-bitten thongs; yet it would be wrong to put too much emphasis either on the word Riviera or the health of outdoor-growing palm trees. Neither Cornwall nor Devon on average can compete with the French and Italian Riviera, yet if the overseas visitor is prepared to accept our British climate, fickle, but rarely extreme, then there are plenty of places in Britain where one can winter warmly and wisely.

To return to Penzance. A good centre for the toe and heel of Cornwall and in one of the frequent sunny spells, the visitor should take a plane across to the Scilly Isles (a quarter of an hour's flight) and watch the natives picking the spring flowers in the fields in January

The best hotel in Penzance is The Queens; warm, comfortable, and without any pretensions of being grand or a temple of the gastronomic arts. For many years it has catered for winter residents and we grade it as a thoroughly sound hotel.

Another town that should have greater winter recognition is Falmouth, where palm trees seem thoroughly at home. Although many of the hotels are content with their summer business, others cater for all-the-year-round business, and even if a "sou'wester" blows up over the Manacles, hotels are kept warm and draughtproof within. Some will choose The Greenbank because of its level position overlooking Falmouth's fascinating harbour and adjoining waterways. Definitely, it will be the choice of all who enjoy "messing about in boats," because it has its own landing quay and the whole atmosphere of the hotel is linked up with ships and sail. Those who prefer the Beaches side of the town will, if they want the best hotel in its class, select The Falmouth Hotel, a substantial, well-managed hotel which was built to defy the occasional storm and capture all the sunshine going. Undoubtedly the most sheltered spot hereabouts is Mawnan Smith, on the bank of the Helford River. Here is the progressive Budock Vean Hotel, one of the cosiest places on a winter's night. But you must be a country-lover, and be happy of a night-time with wireless, television, bridge or games room, for Budock Vean is about six miles out of Falmouth itself.

Nor before leaving the Falmouth area must one overlook the Roseland Peninsula, with charming St. Mawes beckoning across the water. Sub-tropical plants in abundance are a feature of the gardens of Tresanton, a hotel which this year, except for a possible brief closure in January, is remaining open all the winter. For those who abhor town life, Tresanton and St. Mawes have a tremendous appeal to many. Another thoroughly sound hotel in St. Mawes is The Rising Sun, which can be briefly described as a super-modern inn (several bedrooms have private bathrooms) and has consistently good food, because Mr. and Mrs. Campbell Marshall are always "on tap." There are a number of other charming hotels in this area, but the majority close for the winter season. But note the Pendower Hotel, St. Gerrans Bay, where the winter visitor is always welcome; and if it is open, The Nare Hotel at Veryan. Both hotels are beautifully positioned overlooking the sea and get all the sunshine going, and that is usually surprisingly high. One other place I must not overlook before leaving Cornwall and that is a little place between Looe and Torpoint, where one crosses by ferry to Plymouth. It is The Wide Sea Hotel at Downderry. I have known it personally for some twenty years and have seen it steadily develop from a small guest house to a licensed 29-bedroom hotel. It is quite a sun-trap and those who decide to winter there may be isolating themselves in some ways from town life, but, at any rate, they know they will be warm, comfortable and well-fed.

Space is getting limited and I have only begun to answer our correspondent's letter in which she asks for other warm places to winter in England and Scotland. So from now onwards I must be sketchy, though I hope that our regular reader in Spring Grove, Virginia (what a happy address), will write us if she requires more detailed advice on the following:

Devon: On the seaboard, the best places to winter are, from my transient experience over many years, Sidmouth, Exmouth, Torquay and, tucked away in the fold of the hills, the fascinating riverside village of Newton Ferrers.

In *Dorset:* Lyme Regis and Weymouth. In *Hampshire:* The Bournemouth area, where there is unquestionably a bigger winter residential population in her hotels than anywhere else in the country.

In *Sussex:* The strip of coastline between Worthing and Selsey (I live there myself, so I should know!)

The most welcome gift of all!

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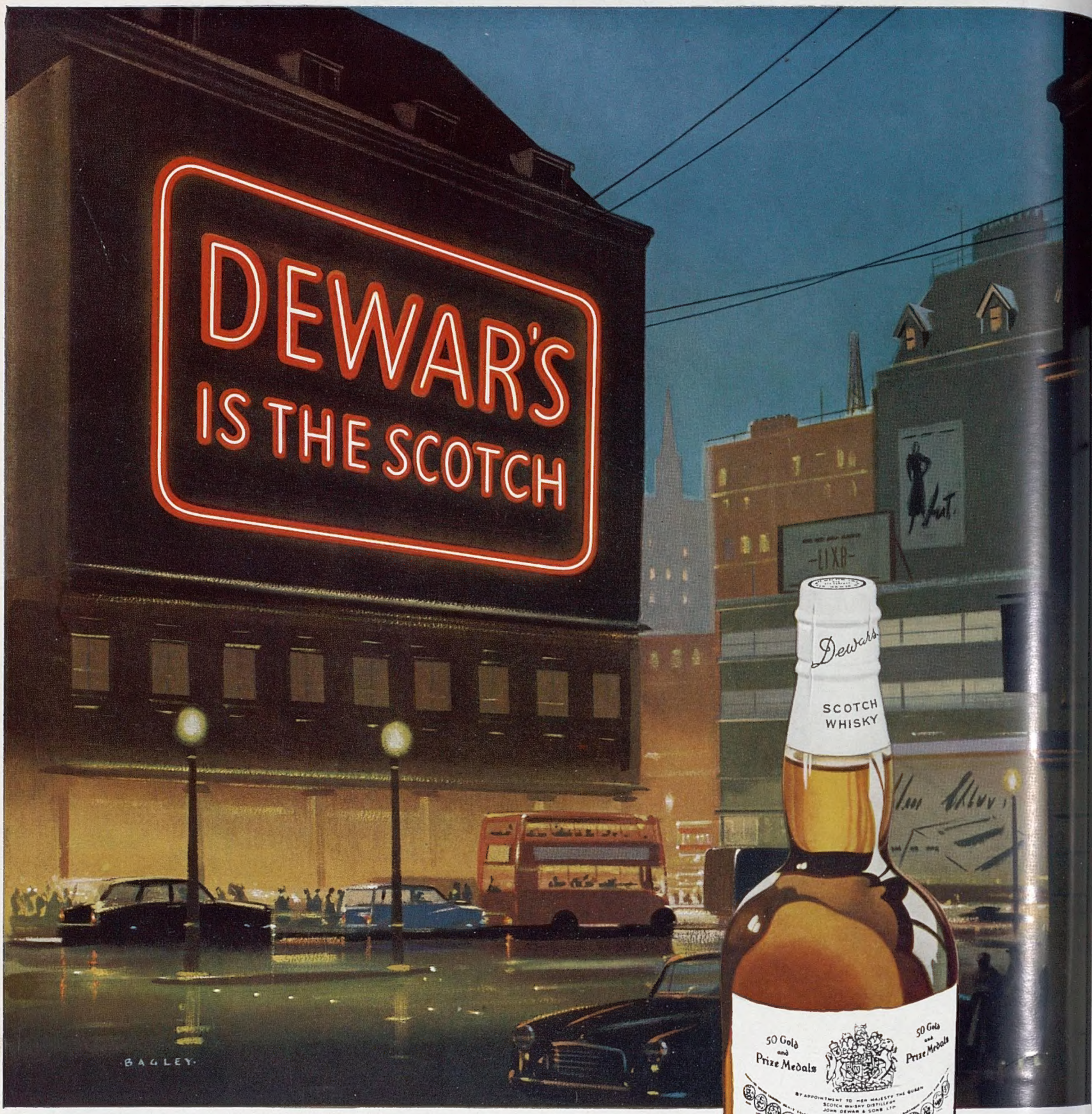

Evening — and one by one men are turning out the lights on their working day. Tonight, quietly at home or gaily abroad, they are once again husbands, hosts, friends among friends. Those who have learned to savour each moment of their leisure hours will crown contentment with a glass (or two) of **Dewar's "White Label".**

It never varies

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